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VOL. 95, No. 5, MARCH 1974

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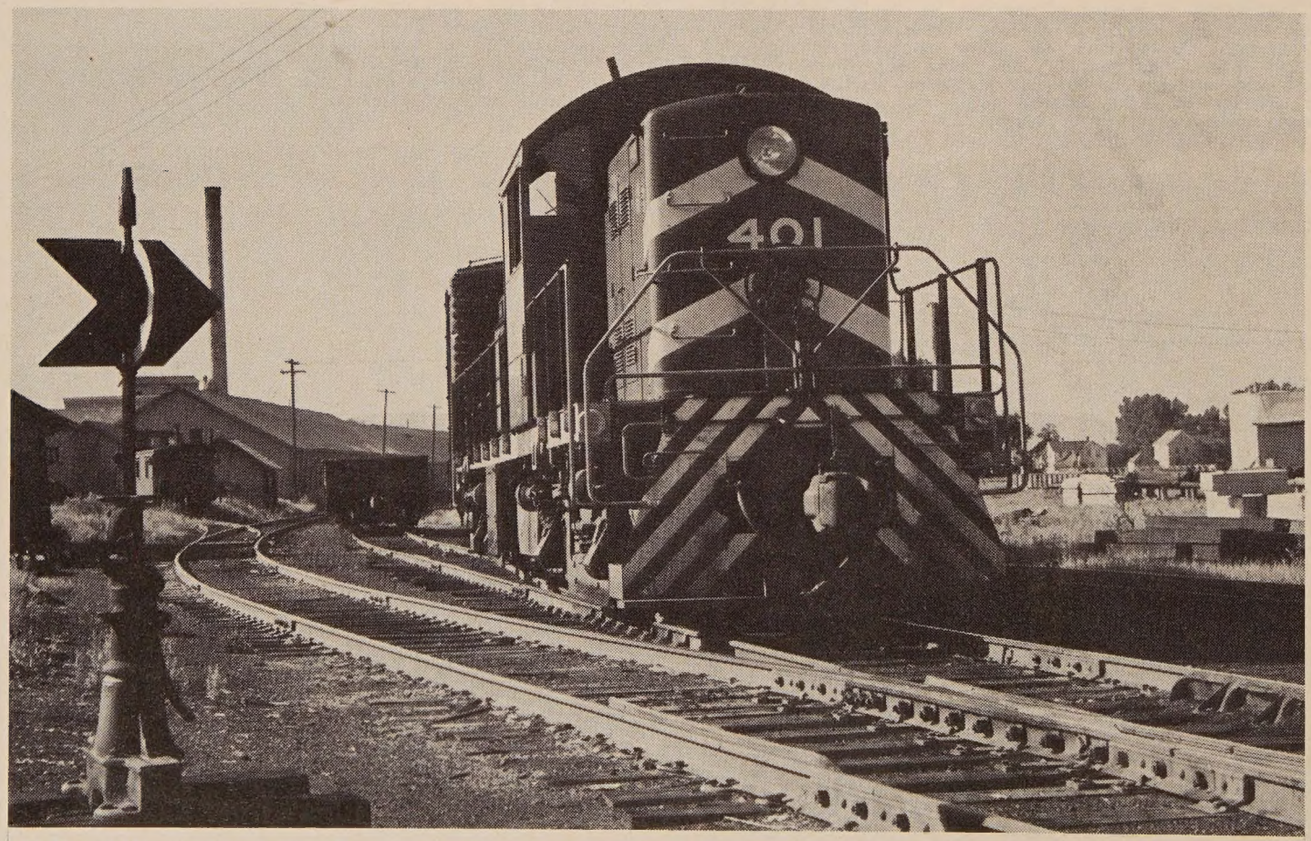
R.E. Ruffell, 2-Victoria Villas, Little Sandhurst nr. Camberley, Surrey England

Doubledeckers of Blackpool, England, on July 30, '73, showing balloons 708, 726, 710, and 720, with open car boat 603.

VERMONT RAILWAY'S TENTH ANNIVERSARY

The Vermont Railway celebrated its 10th birthday on Jan. 7, '74 by taking about 40 shippers, state and city officials, railway representatives and others on a ride to Rutland in a vintage varnish car, built in 1907 for the Rutland R.R. with oil lamps and a big, pot-bellied stove. Those were the garnishings of yesterday's railroading. Today, the VR, formed in 1963 to take over the lines of the defunct Rutland between Burlington and Bennington, has six modern diesel locos, 312 modern boxcars, and for 1973 had a gross income of $1.5 million, three times what it had in its first year of operation. It connects with most northern New England lines, including Delaware & Hudson. The 401 was at Burlington in May, 1964.

Photograph by Douglas C. Wornom



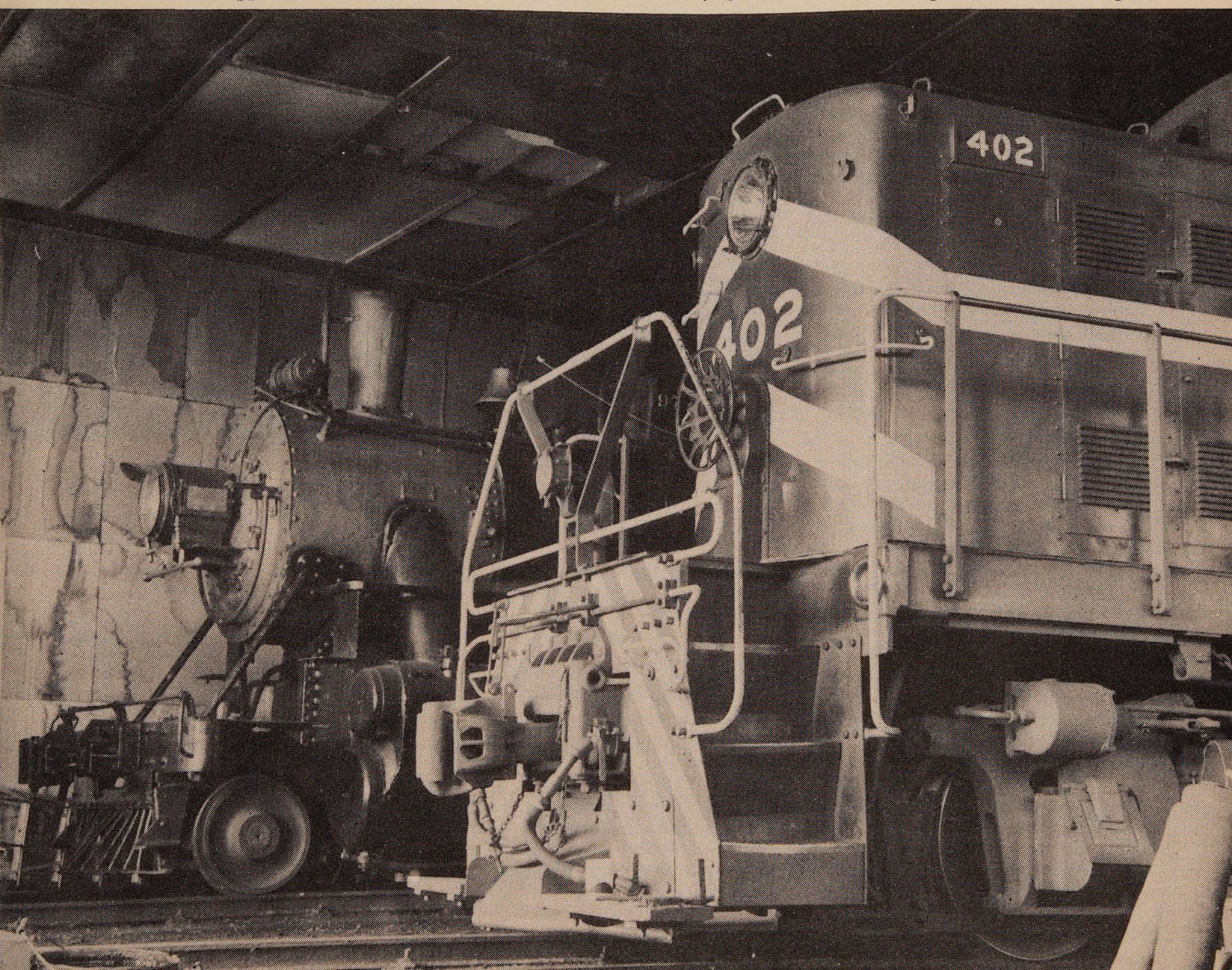
VR No. 401 switches in 1965 in Rutland yards, where once roamed many proud six-wheelers making up trains.

Edwill H. Brown, 402 West Main Street, Norwich, Conn. 06360

Vermont Railway SW1500 No. 501 on freight RS-2 and Boston & Maine NW2 No. 1213, making up added cars for M-3 at VR's North Bennington, Vt., yards in June, 1967. Note old Rutland freight depot.
Jack Armstrong, 197 North Summer St., Adams, Mass.

Photograph by Edwill H. Brown

Togetherness, for appearances only. Steamer 97 and Vermont Railway growler 401 share enginehouse at Burlington.



THE MAIL CAR

where editors and readers meet

OUR COVER shows an East Broad Top train wheeled by No. 12 (Baldwin, 1911) northbound just outside the Colgate Grove wye, in south-central Pennsylvania. The day was generally overcast, so Dan Finch, 24 Seneca Ave., Geneseo, N.Y. 14454, used a Bronica 2½"-square SLR with a skylight filter on Ektachrome film. Next month we will have a beautiful diesel cover, and May, another steam shot. ●

NEWSCAST. A disgusting present-day touch of realism is seen on a new line of model railroad boxcars manufactured by General Hobbies Corp., namely, graffiti scrawled on their sides, just like on the prototypes!

Santa Fe has begun to build a $38 million freight classification yard at Barstow, Calif., just west of its present yard. The new one will be 4 mile long, cover 600 acres, be fully automated and computerized, and have a maximum capacity of 2,700 cars daily, with 112 miles of new trackage. Completion is due about two years from now.

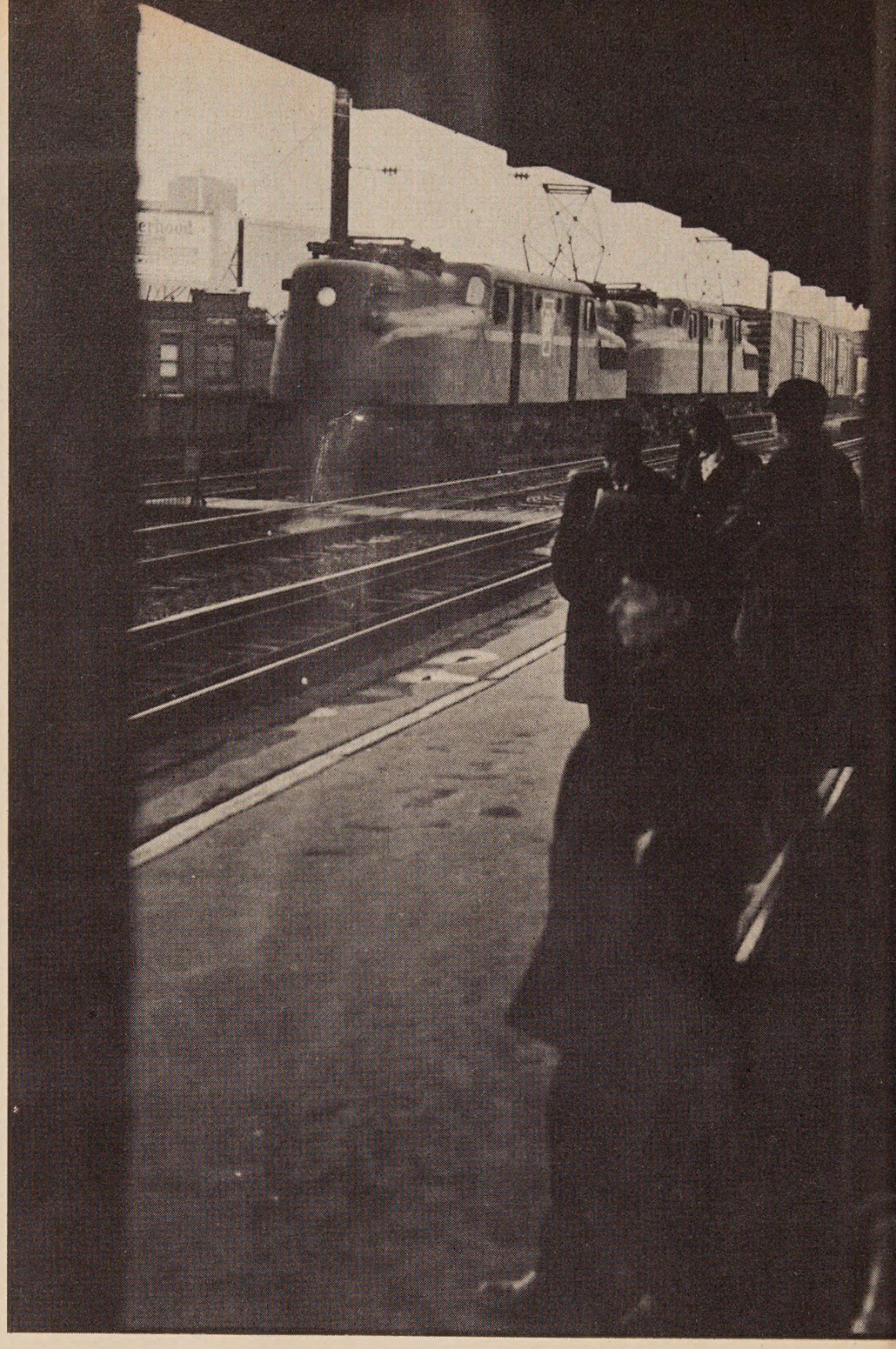
Far from being bankrupt, the Chessie System (C&O-B&O)—the first major road to issue a 1973 ansual report—exults in all-time record earnings of $67 million last year, as compared with $53 million in 1972.

We didn't know the meaning of the word *deisobutanizer*. One dictionary defines it as a piece of oil-refinery equipment. Anyhow, one of those things was shipped over the Norfolk & Western the other day from Lynchburg, Va., to Hagerstown, Md. It was the longest single shipment in N&W history: 181 feet long, 15 feet 10 inches in height, and 10 feet 2 wide. Because of clearances, the nine-car train had to follow a circuitous 2,100-mile route through a dozen states. Six other railroads participated in the movement: Santa Fe, Missouri Pacific, Alton & Southern, Southern, Western Maryland, and Reading.

A tank car loaded with 30,000 gallons of propane gas broke loose from a siding and rolled free for 10 miles before derailing about 5 miles northwest of Madras, Oregon. There were no injuries. While traveling between 70 and 90 mph it hit a crane and left the tracks.

Next time you have an urge to beat the oncoming train through a grade crossing, remember this tip from the American Automobile Association: a train gives the illusion of going slower than it is actually traveling. A train traveling 60 mph requires at least 1½ miles to make an emergency stop. So if an approaching train is close enough to be a hazard, stop your automobile a safe distance from the crossing and wait for it to pass.

A proposal to establish a nationwide pool of boxcars, to be owned by the rail industry, has been made by the Association of American Railroads. In an unprecedented first step, a corporation would be formed to order initially 10,000 new freight cars at a cost of about $180 million. Financing of the boxcar acquisition would be guaranteed by the railroads in the nation with the best credit ratings, such as the Union Pacific and Southern Railway, but the



Commuters await local MU train to New York as a southbound freight pulled by GG-1 4844 and sister loco rumbles past. The keystones are gone now and the 4800 GG-1's see little long-haul mainline work, but commuters keep coming.
Rev. Fr. Germanos G. Stavropolous, 8 Fort Point St., East Norwalk, Conn. 06835

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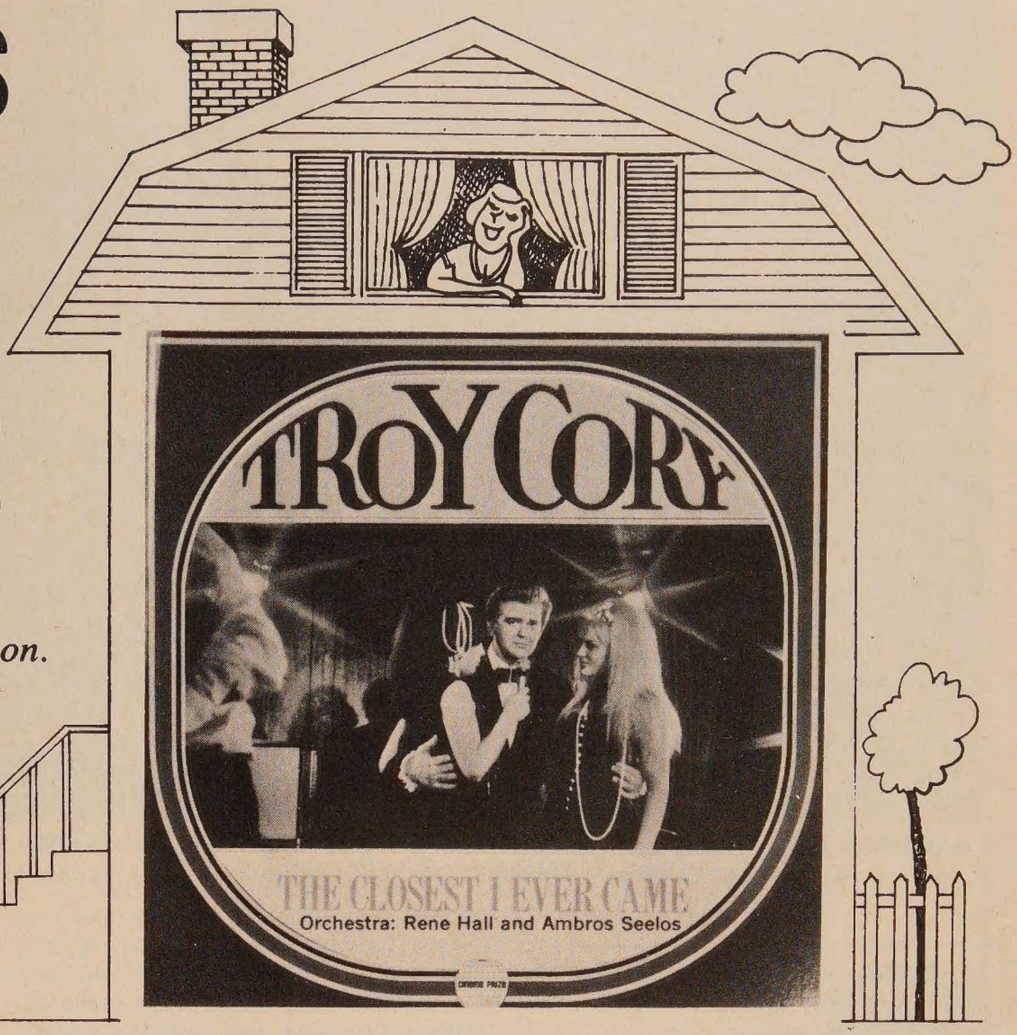

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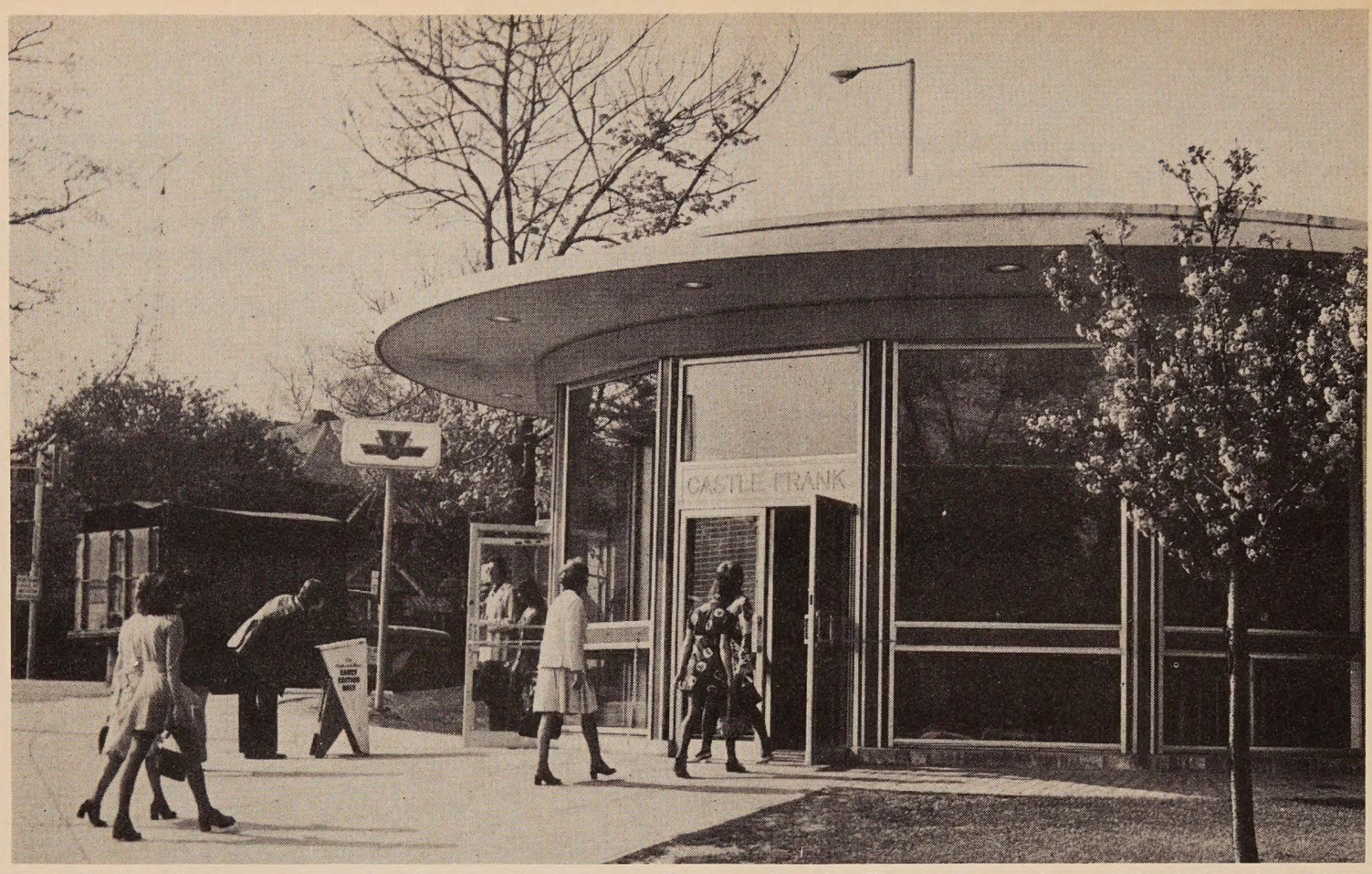

Castle Frank subway station on the Bloor-Danforth line in Toronto, Canada. The modern and tastefully designed building is located adjacent to an older residential area and valley and is designed to blend nicely with the surroundings.
Toronto Transit Commission

freight fleet would be available to all. Some such step is needed to help solve an urgent problem.

Canadian National is expanding its unit coal train service from Alberta to British Columbia and has placed a $2 billion order with the Hawker Siddeley plant in Trenton, N.S., for enough cars to do the job. The 94 cars ordered are 100-ton gondolas. They will form a third unit train to run the 700 miles between Luscar, Alta., and Neptune Terminals in Vancouver. CN currently moves more than a million tons of coal a year in the service for the Japanese market. The volume will increase 50 percent with June delivery of the cars.

Adirondack Park Agency at Ray Brook, N.Y., has ordered Penn Central to stop tearing up an abandoned, 118-mile rail line that is the major link to the central Adirondacks. In issuing the order, the agency said the tearing-up operation cannot take place without its approval under the new state land-use planning law for the Adirondacks.

The Berwick Forge & Fabricating Co. now occupies the former Pennsy steam loco and car repair shops at Renovo, Pa., reports O. W. Brooks of Emporium, Pa. The shops were built in 1869 and at one time employed 2,000 men.

If you should wonder why the lettuce sold in your favorite supermarket often looks stale and wilted, consider the time lapse from picking to retail buying. Recently, one carload of lettuce took nine days to travel by rail from Yuma, Ariz., to Chicago, and another two days to reach the Niagara Frontier Food Terminal in Buffalo, N.Y. But as a rule, refrigerated cars full of the salad vegetable run directly from California or Arizona and are delivered to Buffalo wholesalers on the seventh morning after shipment. Then the lettuce is trucked locally to retailers, and you never know for sure how long it has been on sale before you buy it.

Planning a $1,000,000 expansion of its Bessemer, Ala., plant to be completed by late summer, Griffin Wheel Co. of Chicago is expected to increase its output of railroad steel wheels by about 30,000 a year. It is already America's largest producer of railroad wheels, with five plants in the U.S. and two in Canada. ●

FUEL CRISIS. The Federal Government's mandatory fuel allocation plan "fails by a significant margin to meet the need for rail transportation service," the Association of American Railroads told the Federal Energy Office. The AAR emphasized that the railroads "must have priority to obtain 100 percent of current requirements" so they can respond to the nation's transportation needs.

Railroads are involved in the energy crisis in two ways—as movers of fuel and users of fuel. For example, they transport about 70 percent of the coal produced in the U.S. Barges and trucks handle 20 percent, and the rest is consumed by electric power companies located at mine-mouth sites.

The railroads also transport some 475,000 carloads of petroleum products each year. About a fourth of this is liquid petroleum gas, used for home heating and for commercial purposes, and one-fifth is residual fuel oil for industries. Smaller amounts of distillate fuel oil, kerosene, and jet fuel are among other petroleum shipments moved by rail.

Altogether, nearly 20 percent of the railroad industry's total carloadings are energy-yielding products—more than five million carloadings per year! Coal alone accounts for about 18 percent of the total loadings—and about 26 percent of the railroads' freight tonnage.

Activity in the coal fields during the energy crisis indicates that production in the mines served by the Norfolk & Western will increase up to 5 million tons in 1974. N&W expects 1973 tonnage originated on its lines to total 67

million tons. Lawrence T. Forbes, a Norfolk & Western vice president, says his road could transport from 10 to 11 percent more coal without adding equipment. The railroad owns 59,414 coal hoppers, with a capacity of 4.9 million tons.

In recent years, several major non-railroad utility companies have bought or leased rail equipment. The latest, American Electric Power Co., has ordered a thousand 100-ton hopper cars from Bethlehem Steel and 500 from Greenville Steel. At the same time it ordered eight towboats and 120 barges to haul low-sulphur coal to its plants in the Ohio River Valley.

Big steel mills, producing at near-capacity levels, are finding it tougher than ever to round up enough railroad cars for their shipments. Car shortages are continual, but the problem has worsened because disruptions in the trucking industry have caused many shippers to turn to the rails again. ●

FOR a fairly quick solution to the energy crisis, why don't our legislators consider an extension northward of our Government-owned Alaska Railroad? They admit it will take five years to get the pipeline built and operating over that 700 mile stretch of wilderness from Valdez north to Prudoe on the North Slope. And when it's finished, it will provide transportation for just one commodity, in one direction.

In contrast, we have an existing railroad already built and operating over half that distance, from Seward on the Gulf of Alaska to Fairbanks on the Tanana River. It would not take five years to push an extension northward from Fairbanks to Prudoe, over the remaining 400 miles, if some of the boys who built the very modern Quebec, North Shore & Labrador were put on the job. Those fellows ran a survey over the frozen waste by helicopter, and even flew in much of the preliminary materials to push that job through to completion pronto.

The big steel mills had exhausted the Misabi Iron Mines, and were desperate for ore to continue production. Imported material was costing too much. Then somebody remembered the discovery of iron ore around Schefferville and Burnt Creek up there in Labrador. Shrewd investors put up the necessary funds. So the QNS&L was built in a hurry, some 300 miles; and mining operations at the north end were promptly started.

The ecologists, who wisely campaigned against the Alaska pipe-line and delayed its start right up to the present moment, should be happy to accept the railroad project, which would offer no obstacle to migrating wildlife in that region. Moreover, the railroad would provide more versatile transportation in *both* directions and serve to really open up a vast area, for other resources in Alaska remain undeveloped.—Cdr. E. J. Quinby, 30 Blackburn Rd., Summit, N.J. 07901. ●

PERSONALITIES. Nelson A. Rockefeller, former Governor of New York State, recalls that when he was a youngster, Theodore Roosevelt visited his home after returning from a big-game safari in Africa. Little Nelson climbed onto the ex-President's lap and asked, "How did the giraffes you loaded on railroad flatcars get through the tunnels?"

"We had a pulley," Teddy said, "and we pulled their heads down before we went through the tunnels."

A 13-year-old boy (name withheld) has been arrested in connection with a Santa Fe derailment that killed one motorist and injured two others in Lawndale, Calif., a suburb of Los Angeles. Investigators said a key stolen from the Santa Fe Railway was used to unlock a switch. As a result, the 52-car freight was forced onto a siding and slammed into an empty boxcar. Boxcars overturned and struck autos stopped at an intersection.

Prentiss Hicks, a Kansas City Southern engineer, was arrested because his freight train had blocked a railroad crossing in New Orleans for more than 20 minutes while the crew was making setouts and pickups, reports James B. Gwin. A local ordinance permits trains to block crossings only five minutes, the penalty being $100 fine or 30 days in jail. Obviously, the sheriff's office didn't know that the conductor, not the hogger, is the boss of a train.

May I add my two-cents worth to the argument over rail-girl pix: I think they're great!—John K. Hobbs, Director, Memorial Hospital, Carthage, Ill. 62321.

Freeman Hubbard's "Road to Yesterday" (Jan. issue), dealing with Bill Knapke, reminds me that Knapke's last by-line, "What Motivated the Boomers?" (Sept. '73), is one of the most beautiful and most telling articles I have seen in many years of *Railroad Magazine* or anywhere else. If that was the last thing he wrote, Bill didn't go out with a whisper (at age nearly 100) but with a glorious, resounding, long-to-be-remembered bang.—Wm. Warden, 1215 Shamrock Lane, Waynesboro, Va. 22980.

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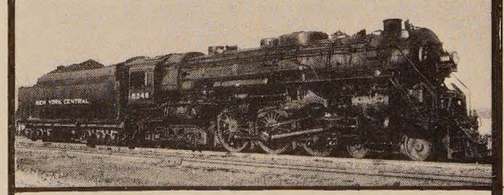

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Photo used on his 1973 Yule cards.
Virgil Staff, Box 12, Spring Garden, Calif. 95971

Please enter a one year subscription to *Railroad Magazine* for me with the next edition.—John L. Murphy, editor, *The Evening Star,* 824 Main St., Peekskill, N.Y. 10566 ●

THE NUMBER of books, pamphlets, and magazine articles on railway subjects is increasing rapidly. Serious readers find it more and more difficult to correlate the unorganized mass of pertinent material on the subjects which interest them most. In academic circles the problem is solved to some extent by the inclusion of footnote references to source material and *specific* bibliographies. (*General* bibliographies are virtually useless to anyone looking for clarification of minor details or further data on various aspects of the subject.) I would like to see this done in magazine articles. The time is ripe for railway writers to think of the future. It would help researchers track down relevant facts. Details of the author's sources also would broaden the scope and values of published articles. Perhaps editors would cooperate by bringing this matter to the attention of future contributors.—Dr. H. L. Holland, Dept. of Chemistry, McMaster University, Hamilton, Ont., Canada.

(*Ed. note*: Dr. Holland is right. His tip, if followed, would be of great value to researchers. But from the viewpoint of news-stand magazine publishers, the idea is not practical, for several reasons. Using footnotes in smaller type and/or specific bibliographies would raise the already-high cost of typesetting. It would also increase the amount of work done by the author and, of course, his compensation. Editors likewise. Obviously, preparing an annotated script for the printer takes more time, effort, and skill than editing an ordinary script. How, Dr. Holland, could the additional costs be passed on to future researchers? And aside from that, how many persons would resent the use of footnotes that interrupt and slow down their reading of magazine features intended to be entertaining as well as informative?) ●

A NEW ERA in American transportation is the $2 billion measure for rejuvenating bankrupt railroads in the Northeast, uniting them into one great system, and providing for potential ownership of that system by its employes. Congress passed the bill, and President Nixon signed it January 2nd. This is the first time Congress has gone on record for employe ownership of a key industry. It follows the precedent set not long ago by the Chicago & North Western.

Democratic Senator Long of Louisiana said: "I am convinced we cannot retain our economic greatness if we do not take steps that will make it possible within a few years for every household and individual in America to become an owner of a viable holding or productive capital."

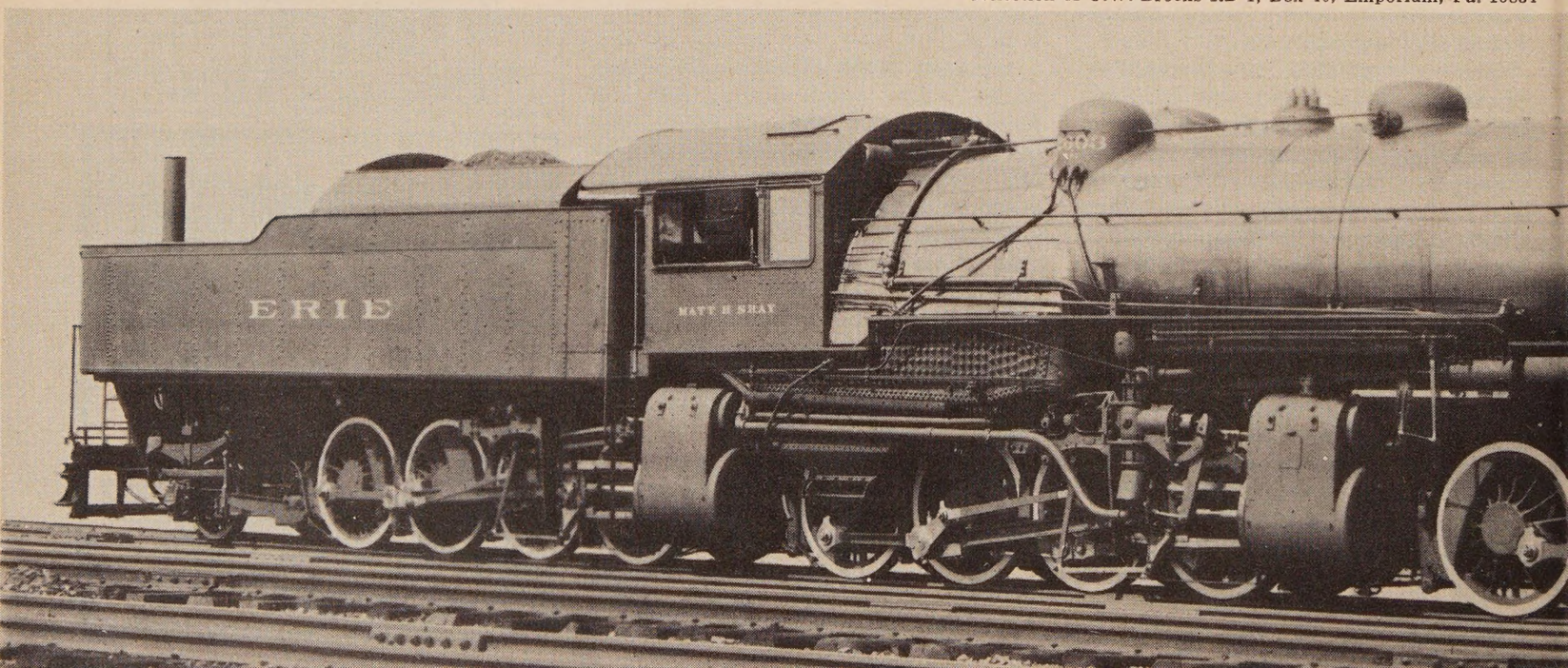
Under the legislation, the gigantic new rail system will begin business about two years from now, supplanting six major bankrupt systems: Penn Central, Lehigh Valley, Reading, Jersey Central, Boston & Maine, and Erie Lackawanna. The U.S. Railway Association will be created to draw up the new network and finance an overhaul of outmoded equipment and facilities with up to $1.5 billion Government-guaranteed loans.

The legislation also includes some $560 million of direct Federal payments—to pay salaries for up to 30,000 workers who may lose their jobs in the reorganization, and to underwrite continued rail operations. Creditors of the bankrupt roads, if Federal judges approve the plan, presumably will get stock in the new railroad giant in exchange for rail properties needed for the future system.

We don't know yet whether or not the present names and heralds of the six bankrupt carriers will be permitted to remain. We do know that many thousands of miles of trackage will be abandoned and torn up, especially if Congress passes the Administration's bill to relax Federal and state regulations of railroads. Unprofitable branch lines are estimated to be 10 percent of the country's rail mileage. They could be abandoned if the bill became law, unless states or local governments agreed to subsidize losses, or unless oth-

Many readers have asked for a photo of the famous Erie No. 2603, better known as Matt H. Shay. Well, here is a view of this Baldwin-built, short-lived loco that was such a big flop.

Collection of O.W. Brooks RD 1, Box 46, Emporium, Pa. 15834



er railroads or qualified individuals purchased them.

The nation's over-all freight bill should drop under the measure, partly because the Interstate Commerce Commission would be forbidden to keep freight rates artificially high. The ICC also would be forced to act promptly on railroad requests to change rates, and could take jurisdiction from state public utility commissions that failed to act promptly on interstate rate increases.

State and local governments would suffer heavy losses in tax revenues three years after the bill became law, since they would be prohibited from discriminatory taxation of railroad property. ●

OLDTIMERS. One by one they cross the Great Divide, where all pony tracks point one way. It was Roy W. Carlson's turn last Dec. 15th in Fort Wayne, Indiana. Roy was co-founder of The Railway & Locomotive Historical Society, Inc., along with the late Charles E. Fisher. He also founded the *Midwest Railroader*, a locomotive journal. The son of a C&NW conductor, he worked for a transport company before retiring in 1967. Among the many persons he helped with rail lore is Walter B. Sassmannshausen, Jr., sec.-treas. of the Fort Wayne Railroad Historical Society., Inc. who at that time was researching for a Master's-degree paper on Fort Wayne railroad shops. Much of Roy's 82 years was spent collecting steam data and pix. Bob Lorenz of Fremont, Ohio, has bought his collection.

During the entire 44 years that M.C. Whitworth, Jr., of Radnor, Tenn., now retired, worked for the Louisville & Nashville he carried the same black metal lunchbox every working day. It cost him $1.50 in 1928. "They don't make 'em like that any more," he says. "My wife is a good cook. I have always preferred to have her fix my lunch rather than for me to eat out somewhere."

Claiming that his privacy was invaded by a TV commercial which put his head over the body of a nude woman, Colin Menzie, 81, a retired locomotive engineer living in New Jersey, accepted an undisclosed cash settlement from film-maker Allen Funt. He says he is opposed to public display of nudity and sex, adding that Mr. Funt hadn't told him that he was being filmed in 1968 for the movie "What Do You Say to a Naked Lady?"

Godfrey J. Lyon, 62, who directed two great railroad projects, has retired from the Southern Pacific. As assistant to the chief engineer, he had charge of building the Palmdale-Colton cutoff, longest railroad line built in the U.S. in the last quarter-century. This 78-mile route through Cajon Pass, opened in 1967, provides a 46-mile short cut for trains moving between SP's southern transcontinental line and its San Joaquin Valley route to central and northern California and the Pacific Northwest. And just before his retirement, Lyon completed work on SP's $39 million West Colton classification yard, said to be the most technologically advanced in the world. His record reminds us of Jim Hill's comment, "I've made my mark on the surface of the earth, and they can't wipe it out."

Retired Norfolk & Western auditor J. J. O'Connor of Roanoke, Va., owns a rare bit of railroadiana; a July 20, 1861, copy of *Lloyd's American Railroad Weekly*, which preceded *The Official Guide*. (On that date was fought the Civil War battle of Bull Run, or Manassas.) It has a color map showing "the whole seat of the war" and designating Roanoke by its original name, Big Lick. ●

OVERSEAS. Three bandits halted a small passenger train on the slopes of Mount Etna in Sicily and made off with $165,000 in cash and postal money orders. They stopped the train near Nesima, a village on the slopes of the volcano. Pointing machine-guns at the passengers and engineer, they ordered them to raise their hands. Two policemen aboard the train were wounded in the fight.

British Rail is spending a million pounds on its program to modernize passenger stations.

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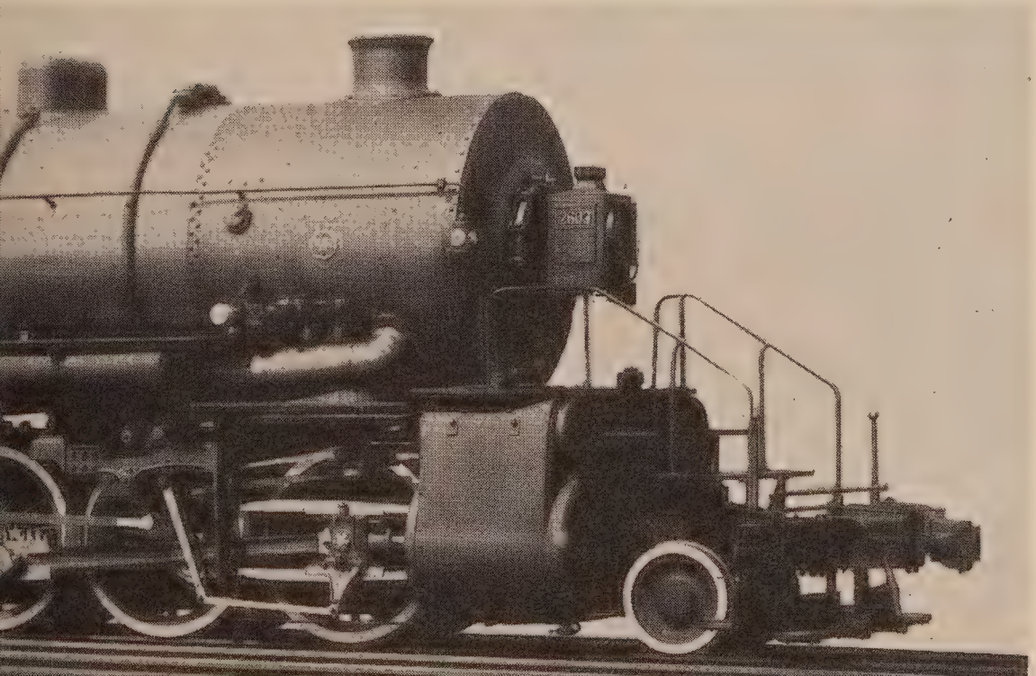


Serious Misconduct is dead at age 74. Friends said he was christened Malcolm MacTaggart, a name he never thought of changing until age 40, when he was fired by his employers, the London, Midland & Scottish Railway. The company accused MacTaggart of sneaking an extra week's vacation and dismissed him for "serious misconduct." Bitter and angry, he adopted the complaint as his new name and vowed he'd carry it to the grave. We don't know what he died of.

The British Government is to provide £120 million for British Rail to build the rail link between London and the Channel Tunnel.

The money, to come from the National Loans Fund, is being provided separately and not out of ordinary railway investment.

The White Paper, approving in principle the government's proposals for continuing with the tunnel, gained a majority in the Commons of 56.

Argentina's railways benefit from a decree which says all goods sent or received by government departments and state-owned outfits must go by rail.

As a British Rail football special sped from London to Manchester, England, at more than 85 mph, a 16 year-old soccer fan climbed up onto a car roof for a dare, reports Al Herskovits, our London representative. Railway policeman Leslie Watson spotted the kid and managed to get him down through the window back to safety. Later, at Manchester juvenile court, the kid was fined £ 15 for traveling "on a part of the train not provided for passengers." Two other youths who had aided and abetted him were given similar fines.

Although not a railway employe, I have been reading *Railroad Magazine* for years and spend most of my working hours on railway property. I am with the engineering section of the Victorian Grain Elevators Board, which is concerned with bulk handling of wheat and barley. All our installations are at rail sidings and stations. I get my copy of *Railroad* at a news-stand in Swan Hill. My main interest is in current railway operations, but rail history also appeals to me.—Allen Fountain, P.O. Box 818, Swan Hill, Victoria 3585, Australia.

Our write-up of Joseph Fox as *Interesting Railfan* No. 130 (Oct. '73) seems to have made quite a hit in North Finchley, England, where he lives. Some 500 copies of it, pictures and all, were reprinted and are being sold locally for the benefit of the church to which he belongs. Joe writes:

"Our government has had a complete change of policy and is cutting down expenditure on motorways and box junctions so as to put fresh life into the railways. Most of the present mileage will be maintained. Much will be electrified, fitted with color light signaling, and upgraded. Over five years, 900 million pounds (more than $2,000 million) will be spent. A good deal of freight will have to go back to the rails. Generally this is hailed with approval. One national newspaper says it is time the nonsense of closing railways was stopped. 'It is good to know,' editorializes another, 'that the Cinderella of transport has at last been invited to the ball.'"

Bygone Caboose Days

BILL KNAPKE'S unique book, *The Railroad Caboose,* now temporarily out of print, tells much about the life of trainmen of bygone days that the general public doesn't know. For one thing, it mentions their loneliness while out on the road, sometimes for a week at a stretch, wondering what their sex-hungry wives were doing in their absence, and how some fellows reacted to seeing female figures more shapely than the ones they left at home. Almost anything could, and did, happen to riders of the little waycar behind the train.

As a railroader myself, I've often seen that car snap like a whip at the end of a long clanking and clattering freight and I can vouch for the fact that the men on board did a helluva lot more than sit on their asses in the cupola watching the scenery go by. Besides keeping their smelly, oilburning lanterns trimmed and shining brightly enough to be visible to a sleepy-eyed hogger a hundred cars away, they had a long list of duties that included cookery. They could make a better mulligan stew than the most ingenious hobo in a trackside jungle. And their food didn't have such jungle additives as ants, roaches, and minnows scooped up from dubious creek water. I should know. As a kid, I was the waterboy for an extra gang and many a time I'd see a few tiny fish or bugs in the pail I toted.

Bill Knapke also explained in detail about such equipment as torpedoes and fusees—warning devices tested over many years. Passengers sleeping behind the thick green curtains in Pullman berths sometimes owe their lives to a sputtering red or yellow fusee stuck upright in a cross-tie by a shivering flagman on a cold starless night. The trainman's bunk in the caboose served as a seat in daytime, while the floor may have been stained by oil spilled while he filled lanterns and marker lights. But he usually kept his pot-bellied stove cleaner than the greasy ranges you could find in most hash-houses. His food, too, was fresh, clean, and well cooked. When, on rare occasions, a hogger died at his throttle from a heart attack, it wasn't because of something he had eaten in the crummy.

As Bill pointed out, the ingredients of meals prepared in the hack came from up and down the division. Now and then this involved a moral problem. A brakeman getting off a train that made a brief, surreptitious stop far from a station on a dark night had little time to inspect the farm yard from which he lifted a chicken, a duck, or a few eggs. He just grabbed and ran. Actually, only a small percentage of yesterday's "rails" stole from farmers along their route; and those who did so usually considered it more of a joke than a theft.

My father was a locomotive engineer. One night when I was a small boy, he stopped his mixed train beside a watermelon patch at Cotton, Ga., to "borrow" a melon for Sunday dinner. He left his blower on to give the impression that he was waiting to blow up steam, as well as to drown the sound of his scrambling over a split-rail fence; and in the darkness he hastily grabbed what looked like two good melons. One was big and vaguely gray, the other smaller and green. He gave the green one to his train crew to insure their silence. It was a fine melon and they promptly gobbled it up in the caboose. But on Sunday, when Dad invited company to our home to share the jumbo gray fruit, it turned out to be a citron, totally unfit to eat! That story was too good to be hushed up. In due time the farmer, whose name was Doc Maples, heard of the joke which Dad had inadvertently played on himself, and generously gave us a large juicy melon that wasn't a citron.

Some caboose riders will tell you that the equipment they carry includes extra knuckles for drawheads, chains for crippled cars, and brasses and dope for journals. At times the bobbing little crummy was in danger of being smashed by a following train, like a perky Volkswagen on the highway in front of a huge truck. That's why many long trains don't have cabooses any more.

I saw one accident where the caboose was not only squeezed to death but also drawn and quartered. That happened in 1909 at Lenox, a village some 40 miles north of Valdosta, Ga., on the old Georgia, Southern & Florida before it became a mainline for the Southern between Macon and Valdosta. Two sections of a long freight approached Lenox, with not enough space between them, and the first engine stopped at the station. Then both sections moved ahead until the second hog stood at the depot. The latter's engineer tooted his

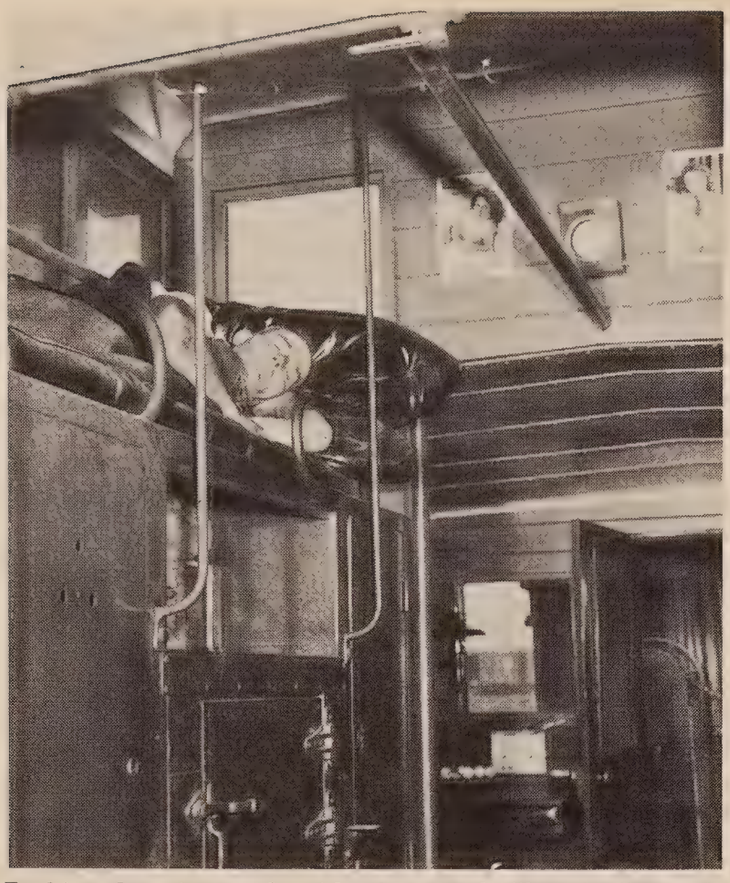
Southern Ry. hoghead gets clear board and whips freight out of town. Rear stinger looks on from van as telltale passes.
Photograph by Frank Clodfelter Southern Railway engineer

whistle and stopped. But only half of the caboose halted! The other half followed its train like a pet poodle, strewing desks, lamps, tools, and so on along the track at the street crossing!

As Bill Knapke's book indicates, life in a rolling caboose could become dull and routine without some kind of activity. Most crews enjoyed an occasional joke on somebody, and the hogger of a sawmill log train was not immune to horseplay. Back in the late 1890s the GS&F bought several big engines for freight service. One mild September day, when the trees were decked with crimson and gold, the eccentric on one of those engines slipped while a freight was rambling into Sibley, Ga., a few miles below Macon. The engineer was acquainted with his counterpart on the Sibley log train and asked for the loan of a set-screw wrench. The log-train man obliged and even crawled under the mainline hog in the dusty ballast to help with the repairs.

But he made a tactless mistake. He said, "It's a pity mainline hoggers can't keep up their own engines." The men on the freight crew heard him and scowled.

In the past, many engineers had needed help to drag their trains up the grade out of Sibley, and the log-train hogger had always obliged by coupling on behind the mainline caboose with an old-style coupling bar. At that time engine pilots were so long that if you stood on one you couldn't reach the pin on the crummy. Well, on this lovely autumn afternoon in 1897 the mainline hogger asked for a push over the hill. While the log-train's 4-4-0 was backing



Brakie asleep in cupola with pin-up gals "hanging" guard.

Shack takes a yellow fusee from the rack in his waycar.
New Haven Railroad photograph

through the passing track to the rear of the freight, he winked at his conductor.

The log-train hogger with a diminutive Eight-wheeler delivered the necessary push; but when the freight reached the hilltop, its con refused to pull the pin. That was their idea of a joke. Vainly the 4-4-0's hogger blew for the freight crew to cut him loose. They only laughed. Five miles further on, they belatedly pulled the pin, and the log-train man found himself on the GS&F mainline, without either a timecard or running orders. Blowing his whistle often and ringing the bell, he lit out for Sibley as fast as his teakettle could run in reverse. Such a stunt today would overturn the General Manager's swivel chair and get the whole crew fired, but in those days few brass collars took any notice of horseplay.

Memories like these make me feel grateful for the book by the late Bill Knapke which recalled them. That same book is an object lesson to younger railroad personnel who never faced the task of rerailing a car with pine slabs, road-crossing planks, or cross-ties—"slack ahead and a little highball!"—E.A. ("Frog") Smith, now retired from logging engine service, P.O. Box 3293, North Fort Myers, Fla. 33903.

Telegraphy, a Lost Art

IF YOU'RE old enough, you can remember hearing the *tickety-tickety-tack* of telegraphy in stations and Western Union offices. Even today, you notice it once in a while in the revival of old movies. Film directors and editors used to think it made delightful audio background, denoting communication or a railroad office.

Some people did not like the chirpy chatter of the little brass tongue, or *sounder*. They disliked it for the reason that they were irritated by a foreign-language radio station or the squeak of radio code. "If I don't know it," they said, "who needs it?" Others developed an affection for the crisp metallic sounds, just as certain folks love the nasal, flute-lipped tone of the French language or the bass roll of good Russian.

In Toledo, Ohio, you can observe a network of former Morse Telegraph operators who talk to each other 'round the clock, whenever they please, via the click-clatter-and-roll of magnets tugging spring-loaded bars to their little flat heads. Today, however, it is easier to find a steam excursion train than a TGH (telegraph) sounder in action. Sixty years ago you could have heard them chirping in the smallest depots, although even then the telephone had been encroaching in their field for thirty years.

Oddly enough, the first telegraph lines were not in railroad stations. Although it now seems logical that communication and rails belong together, some brass collars in great-grandpa's day would walk uptown to the telegraph office to send a message concerning train movements or other railroad business. But once they realized the value of instant communication, the wire webs spread alongside almost every track.

This made even the rural station a center for community action. It became standard practice for TGH to receive and send press news as well as personal and commercial messages, so the lightning slinger, as he was often called, was often the first to know about national events from election results to prize-fight winners. The TGH offices in large cities were enormous, some employing more than 100 operators. Soon the title Superintendent of Telegraph was created and found its way into *The Official Guide*, along with other major railroad officials.

Naturally, station architecture adapted to the change. Stations in many big cities had separate TGH offices. Jersey City boasted one, on the Lackawanna and the Jersey Central, that remained in action with Morse until as late as 1948. But it was in the lesser communities that boomer operators, or brass pounders, ranked as important citizens. They were immortalized in literature such as Harry Bedwell's only book, *The Boomer*, and some great tales that Bedwell wrote for *Railroad Magazine* and the old *Saturday Evening Post*. Probably the best way for modern readers to learn how the brass pounders of yesteryear functioned is to go back to Bedwell's stories.

The telephone has practically displaced the telegraph as seen in this Milwaukee Road, Cologne, Minn., scene in 1972.
Joe Elliott, 2308 28th Ave. South, Minneapolis, Minn. 55406

Those boomers were craftsmen with interesting and well-paid jobs; and their few character defects, like those of traveling printers or circuit-riding doctors, were generally overlooked. TGH equipment in little depots was almost invariably located in the bay window—those bay windows still exist—so that operators could handle the key and take orders while watching train movements.

Having worked in railroad towers with both Morse and telephone, I regarded the TGH in its heyday as more efficient than Alexander Graham Bell's invention. For instance, in busy Pennsy mainline towers I found it much easier to hear the TGH chatter, "Number Forty-two left Trenton three nought one track four," etc., then to pick up a telephone receiver, answer it, and get the message. And when you transmitted train movements you didn't have to ring up the towerman whom you were advising. You just sent, and waited for his familiar "I I OK TX,"—loosely translated: "This is the towerman. I got your message OK. Thanks."

However, brass pounders were unionized craftsmen, and when dollar-conscious railroad management discovered it could replace them with clerks or inexperienced girls at less pay, the TGH was doomed. A nostalgic trade, almost an art, has vanished; but its traces remain in every old railroad station. You can still see junction boxes, wire remains, or the odd two and three holes on bay-window ledges where the sounders and relays were once mounted. They served their age well.

My home overlooks the old Boston & Albany mainline. One day I counted 3,350 carloads passing eastbound. On my big fireplace are various telegraph instruments, including a perfect box sounder (brass and varnish) from the 1880s. Also instruments from roads I worked on, such as Boston & Maine, Pennsy, Florida East Coast, etc. Like lost puppies, they insisted on coming with me when I moved, and I'm glad I kept them.

Changing the subject, the new Railroad Corporation approved by Congress just before its Yuletide recess is, of course, as big a joke as Amtrak. The only logical solution to the rapidly degenerating rail situation is complete nationalization at liquidation prices, followed by operation with employe participation in management, and the return of all profits to a general accounting office (to the credit balance of the American people). It will come here sooner or later, as in all other major countries, as definitely as wage slaves supplanted chained slaves.—William L. Rohde, retired brass pounder and author of many *Railroad Magazine* articles.

Callboy on a Big Horse

BACK in the 1930's, "Uncle John," a he was called, told me some lurid stories about railroading long ago. After an early career as a boomer brakeman and conductor, he stayed on the El Paso & South Western until retirement age finally caught up with him. His favorite subject was old days on the "Horny Toad," a Santa Fe district between El Paso, Texas, and Belen, N.M. According to him, San Marcial, N.M., was a boomers' paradise; the Santa Fe hired men every day and was always good for a job. Very few home guards worked out of there and promotions came fast. He said most of the local railroad men spent their off-duty hours in saloons, gambling joints, and bordellos.

Then the management got tired of

Deutsche Bundesbahn's heavily-traveled Mosel Valley line between Koblenz and Trier was electrified in 1972. During that time, while the catenary was being extended, diesels hauled through passengers, and steam highballed mostly freight.
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hiring so many men. They decided that if their employes couldn't resort to vice dens for recreation they'd probably marry, settle down, and turn the area into home-guard territory. So the division superintendent and the law enforcement men hatched out a plan. The railway would provide a train free of charge, whereupon the law would round up the painted ladies, pimps, card sharps, and other shady characters and put them on board for a one-way trip to El Paso.

Uncle John said he got caught in this delicate situation while he was off duty and visiting a dance-hall girl. The callboy in those days summoned crews by riding a big white horse on his rounds, sometimes even into saloons and other places. On this occasion he rode right into the bedroom where Uncle John was being entertained, pushing aside the flimsy curtain that covered the doorway. This nearly scared the daylights out of the hostess. The boy called Uncle John for a passenger extra to El Paso and had him sign the little black book. Hard on his heels came a law officer with a tin badge, ordering the young lady to get out of San Marcial on the next train, which happened to be the one Uncle John had just been called for.

When our hero reported for duty, he found the town's undesirables rounded up at the station and, with bursts of profanity, beginning to board the train. But he couldn't get running orders, because so many railroad men were among the riffraff being banished from the community. This state of affairs interfered seriously with train operation. The local brass collar had to "bust" the call for the special train.

The boomers celebrated the news with a 24-hour binge. This created a problem too large for the superintendent to handle; so he ordered Uncle John to ride the engine to Belen, couple onto the General Manager's business car, and bring it to San Marcial with the G.M. himself on board. Instead of doing so, our hero quit his job and went back to the dance hall. . . .

Years later, I evoked belly laughs by relating this tale to a bunch of "rails" in a switch-shanty bull session at Memphis, Tenn.; and one oldtimer remarked: "Uncle John told you that story?" I nodded. "Well, sir," he went on, "it's all true. I was the callboy who rode that big white horse at San Marcial!" But I never did learn how the problem was finally solved.—Bill Church, Missouri Pacific conductor, 512 55th Terrace, North Little Rock, Ark. 72118.

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PISTOL-PACKING CYCLISTS

A Railroad Fact-Story by Freeman Hubbard

HARD-RIDING *hombres* of the Old West laughed in derision when they heard the news. Two gents who never forked a bronc had succeeded the Renos, the Daltons, the Youngers, and the James boys in the train-robbing business. This pair looted the steam cars and made their getaway on bicycles. It sounded funny.

But "Big Jim" Browning and his small partner, Jack Brady, were not characters to be laughed at. This fact Conrad Stagg learned a split second too late. Connie happened to be a tough guy himself. The last mistake he ever made was thinking that the stickup of his roadhouse at Ingleside, near San Francisco, on the dark foggy night of May 5, 1895, was a practical joke.

Connie sat at a little table in his bar-room playing poker with a guy named Adolf Huber. All the other customers had gone home. Oil lamps shed a mellow light over the wall clock that was just about to clasp its hands in midnight embrace. Beneath a voluptuous but crudely painted picture of "Venus at the Bath," the bartender slowly polished his schooners, killing time until the boss wanted to close. A waiter had just begun to sweep out. There was nobody else around.

The door opened. Big Jim and his pal entered in a swirl of fog. Both were masked. They carried wicked-looking six-shooters leveled for action. The tall man barked: "Hands up, everybody!"

Three pairs of hands reached for the ceiling. But Connie Stagg grinned and slapped a card on the table.

"Hello, boys!" he greeted. "This ain't masquerade night. But go ahead and have your fun!"

Browning snarled: "I said, 'Hands up!' "

The roadhouse owner was still smiling amiably. "It's not safe to play with them things. They might be loaded."

"For the last time—"

"Okay," beamed Connie, "I'll play too."

His right hand went jestingly under the table. Two six-shooters spat vicious flame. Connie's smile faded. He clutched the table, wobbled crazily, and fell to the floor. A slowly-widening pool of blood reflected the lamplight. Browning bent over him.

"Dead as a salted mackerel!"

While the short man was systematically rifling the pockets of the late proprietor and of Huber, the bartender, and the waiter, Big Jim ransacked the cash drawer. They stuffed the money, two nickel-plated watches, and a sparkling diamond stickpin into their own pockets.

Big Jim croaked a warning as they backed to the door: "See that clock? Don't move till it says quarter after twelve! Anyone who does'll git a dose of lead."

There was no doubt that the tall man meant what he said. The three murder witnesses stared in silence at one another and waited tensely till 12:15. Then they waited four minutes more, just to make sure, and phoned the police. By the time the long black fingers of the clock showed 12:30, bluecoats with little groups of enraged and frightened neighbors had begun scouring the town of Ingleside and its vicinity. But the killers had merged into the thick white fog, quietly peddling away on bicycles. How they escaped and where they went were not learned until weeks afterward.

The clue came with an epidemic of armed robberies in the gaslit streets, stores, and homes of San Francisco. This crime wave lasted about two months. Citizens and especially women and children feared to venture outdoors after dark. Most of the holdups during that period ran true to pattern: a tall man, a short one, both masked, both armed, and riding bikes. It was easy for the police to connect this reign of terror with the Ingleside roadhouse murder.

San Francisco's detective force concentrated on this case. Every night a hundred sleuths in plain clothes roamed the streets, hoping the mysterious cyclists would try to rob them. Police were told, "Shoot to kill!" On two or three occasions the bandits were actually sighted, but fled into the shadows of night after an exchange of bullets. Newspapers printed a police notice: "All men are warned not to ride bicycles in pairs at night, lest they be mistaken for the two robbers and shot on sight." Another bulletin advised people who traversed the streets after dark to carry little or no money with them.

In July of that year detectives finally learned the names of the pistol-packing cyclists and checked up on their records. Both had served prison terms in San Quentin for grand larceny, were released in 1892, and subsequently worked as ranch hands in various parts of California. Shortly after these facts came out, Big Jim and Jack discreetly stopped operating in the Golden Gate City. It had become too hot for them. Besides, they aimed at bigger stakes. They knew that express cars on through trains carried safes filled with shipments of money. One lucky haul might put them on Easy Street.

They studied Southern Pacific timetables. The southbound *Oregon Express,* roaring through the night from Portland to Oakland, looked like a perfect setup. It thundered across the Sacramento River at the California state capital under cover of darkness. The opposite side of the river was pretty much deserted, especially after sundown. They cruised around the vicinity on bicycles, noting every detail.

"Good place to bury the loot." Jack Brady nodded toward a clump of bushes.

His partner leisurely rolled and lit a cigarette. "Couldn't be better. We'll hide our wheels and a shovel near the river bank and meet the train on the bridge when she's runnin' slow."

Came the night of August 25th, less than four months after the roadhouse murder. A bright moon. The *Oregon Express,* with light streaming from its firebox door and car windows, rumbled hollowly onto the old bridge and was just about to pick up speed when two masked figures darted out of the shadows and swiftly climbed onto the tender. Each had a burlap bag sticking out of his left pocket. Drawing revolvers, Browning and Brady worked their way down the dimly-lit, shifting coal pile and stepped across the gangway into the bright engine cab. Engineer and fireman whirled around in astonishment.

"Robbers!" gasped the hogger.

Big Jim stood with feet apart to brace himself in the jolting cab. There was a hard grin on his face as his eyes glittered like a rattlesnake's.

"See these guns? I'm givin' the orders. Now stop this train damn quick!"

With deft movements of each hand, the engineer shut off his throttle and set

the air-brakes. The *Oregon Express* jerked violently to a stop. Wheels ceased rolling on the far side of the bridge, about a mile from Washington village. Following their pre-arranged plans, Brady kept the engine crew covered while Browning uncoupled the first car, the Wells Fargo Express, from the rest of the train.

Then, to the engineer: "Pull ahead a few hundred yards! . . . Okay, stop here! . . . You two get off and walk back to the train, and don't look around!"

Big Jim and Jack turned their attention to the treasure car. In each of their burlap bags was carefully wrapped a stick of dynamite. One stick shattered a car door that the express messenger refused to open. The cyclists climbed in. Big Jim pointed to the safe with his pistol.

"Open that!"

"I can't," protested the Wells Fargo man. "That's a through safe. The company locks it in Portland and doesn't open it till we get to Oakland. I don't even know what's inside."

"The hell you don't!"

Jim's revolver butt swung down on the messenger's head. Although dazed and bleeding, the man stuck to his story.

Browning was short-tempered. "Okay, Jack, we'll use your dynamite now."

He hit the messenger another blow with his revolver handle. The wrecked safe yielded a fortune. There were fabulous piles of large-denomination banknotes, crisp and neatly wrapped, and small white sacks stenciled "Wells Fargo Express Co.," each sack bulging with shiny gold coins. Expert fingers counted the booty . . . about $50,000! The wheelmen gloated as they dumped it into the burlap bags.

These they lugged over to the bushes, glancing back at the dismembered train to see if they were being watched. Then they buried the loot by moonlight, patting down the earth with care. At length, mounting their bikes, they rode away. Neither of them could have suspected that a stranger, peering through the shadowy marsh tules at the Sacramento River's edge, had viewed the burial with greedy eyes. Had they known, they surely would have closed those eyes forever with a lead slug.

Meanwhile, chattering telegraph and telephone wires carried news of the crime all over the state. Trainmen and passengers had run from the stranded cars to Washington village and spread the alarm. Even before Browning and Brady left the express car, posses with tin stars were being sworn in at the state capital, just across the river, to track them down.

At first, law officers were mystified at the getaway, for nobody had seen horses nor heard a thud of hoofs. But when the Wells Fargo man described his assailants as "one tall, the other short," it was easy to connect them with the cyclists who had terrorized San Francisco during the summer. However, no hint of this conclusion was allowed to reach the newspapers.

As one sleuth put it: "If we tip 'em off to what we know, they'll abandon their wheels and be harder to catch."

And so, lulled into false security, the pair pedaled back to the river one day to dig up the fortune. Their spirits were high. As they rode along the highway that early September morning in 1895 they spoke of plans they had already made to travel abroad . . . to England, France, and Monte Carlo. But at the supposedly well-hidden burial spot a rude shock awaited them. Every bit of the money was gone! Some lousy crook had gotten there first. Desperately they searched, turning up the black soil again and again. No luck!

"Don't look at me that way!" croaked Big Jim. "You know I didn't take it and I know you didn't."

"Then who in hell did?" the short man asked ruefully.

"How should I know? Mebbe some damned Espee gumshoe. But I ain't bawlin' over spilled milk. It's gone now and we're almost flat busted. We gotta pull another job."

A few days later the partners in crime went to Yuba City, California. After hiding their bikes under a bridge, they hired a farmer to drive them in his one-horse buggy to the Davisville station of the Southern Pacific. There they bought one-way tickets, boarded a late afternoon train, and sat apart from each other in a day coach. They did not expect to find valuable express matter on this train, but they knew its Pullmans usually carried a lot of miners and farmers who had just collected money in San Francisco.

Their plan was quite simple. Pull the bell cord near Yuba City to stop the train. Walk through the Pullmans with guns drawn and rob the passengers. Escape as usual on bicycles. But one detail they overlooked. Further down the aisle in the day coach sat a former convict who had known Browning and Brady at San Quentin. He recognized them, but they did not see him.

Walking casually into the car behind, the ex-con found the conductor. "Do you remember the Connie Stagg murder case?" he asked in a low tone.

"Yeah, what about it?" replied the trainman.

"Well, the killers are on this train! I know them both. A tall guy and a short one, sitting in separate seats near the front of the car just ahead."

The man in a blue uniform with brass buttons inconspicuously took a good look at them. Then, at the next stop, he sent a rush telegram asking Sheriff Bogard of Yuba County to meet the train at Marysville. He knew that the two suspects had bought tickets for a point further on. When the local ground to a stop at Marysville, the black-mustached sheriff and a posse climbed aboard. The conductor quietly pointed out the two wheelmen. Bogard faced both of them and covered one with a Colt .45.

"You're under arrest!"

Those were his last words. With a lightning draw, Big Jim drilled him through the heart. But the dying sheriff fired also, and Browning toppled over dead. Before the other passengers could guess what was happening, the deputies overpowered little Jack Brady and slipped on handcuffs.

The terrified gunman talked. He spilled details of the Ingleside case, the San Francisco holdups, the *Oregon Express* robbery. For his part in these crimes Brady was given a life term. Finally on November 27, 1895, the great iron doors of Folsom state pen clanked grimly behind him; and years later he died there. But what became of the $50,000?

Jack felt so sure a detective had found the loot that he stubbornly refused to go into details. All he would say was: "I guess you fellows know where it is."

In prison, however, he took a liking to the warden and told him what he knew. The warden arranged for Jack to visit the cache, under guard, and the prisoner pointed out where the fortune had been buried. Officers dug deep. They found nothing but an empty Wells Fargo sack that had once been filled with gold.

"Do you think Jim Browning double-crossed you?" a guard asked.

Jack shook his head. "He couldn't. We never left each other's sight. We even slept together."

"Could a farmer who lived nearby have come upon the hiding place by chance?"

"Could be. Who knows?"

For months, detectives shadowed all the farmers in that vicinity. They checked on bank balances, mortages, house improvements, and the like, but found no evidence of sudden wealth. Eventually Wells Fargo quit the search and charged off the $50,000 as dead loss.

Then, after a while, came an amazing sequence to the case of the bicycle bandits. Some time in 1896 a man describing himself as Baron von Hofen, a German nobleman, arrived at San Francisco on a liner from the Orient. With letters of credit for large sums he opened checking accounts at several banks, lived in the bridal suite at the Palace Hotel, and spent money like a prince. Sometimes he paid with gold. Rumor said he bathed in champagne. It seems that nobody questioned the source of his wealth.

Women of charm and easy virtue fawned on him. Blondes, brunettes, redheads. For one shapely chorus girl with much-publicized legs, Mary Williams, he was said to have bought $3000 worth of jewelry. And while he was eating lobster and guzzling champagne with beautiful Mary and making love to her in and out of bed, he revealed the real story of his life, including a very important secret, the story of how he had acquired his wealth.

That, from the baron's viewpoint, was the biggest mistake he ever made. His downfall came when police recognized among his smartly-dressed friends a man they had known but a short time before as a seedy character on Skid Row. They arrested him on suspicion and grilled him.

"I don't know where the baron got his money," protested the erstwhile bum. "I don't know nothin'."

Mary was then pulled in for questioning. Her regal gems were just too dazzling even for a lady of the chorus with "million-dollar legs." Face to face with shrewd police detectives, Mary lost her nerve and told everything. The lavish spender was not a baron at all but a former tramp known as "Dutchy." While loafing beside the Sacramento River one night he had furtively watched two men, one tall, the other short, bury some bags in a clump of bushes. As soon as they departed he dug up what proved to be the Wells Fargo loot, and then set out on a global tour and spending spree that cost about $45,000.

All that the man had left when caught was a measly five thousand. This he turned over reluctantly to the cops. Dutchy pleaded guilty and was sentenced.

"After all that excitement you need a change," said the judge. "Five years in prison at hard labor!"

Thus ends the strange but true story of Western bandits who robbed the *Oregon Express* and "galloped away" on bicycles.

Passenger Trains Don't Stop Here Any More

This building at Moorestown, N.J., used to be a Penn Central passenger station, but now serves as an antique shop. The only trains that pass by today are merchandise runs en route to Fort Dix, N.J. Many old depots have met a similar fate.
Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102.

PHOTOGRAPHS OF THE MONTH

Delaware & Hudson No. 302, ex-Reading 2102, shown crossing on famous Starrucca Viaduct on northbound run toward Binghampton, N.Y., hauling railfan trip. Viaduct, on mainline of passenger trains for years, is now a freight-only route.

Dan Fink, 24 Seneca Ave., Geneseo, N.Y. 14454

Trackside grave. In 1882, the Dakota Central Ry. built a line from Watertown, S.D., to Redfield, S.D. During this period, land was available for homesteading and at Elrod, S.D., about 23 miles west of Watertown, a farmer and his family took up a homestead and for several years a young boy would wave at the daily trains passing the family farm. One day train crews missed his friendly wave and upon inquiry was told he had died and was buried near the tracks. Since then this unknown boy is never forgotten by local citizenry and "rails."

Charles T. Knudsen, 4309 N. Paulina St., Chicago, Ill. 60613

E. Trichon "Dauphine Libere," Grenoble, France

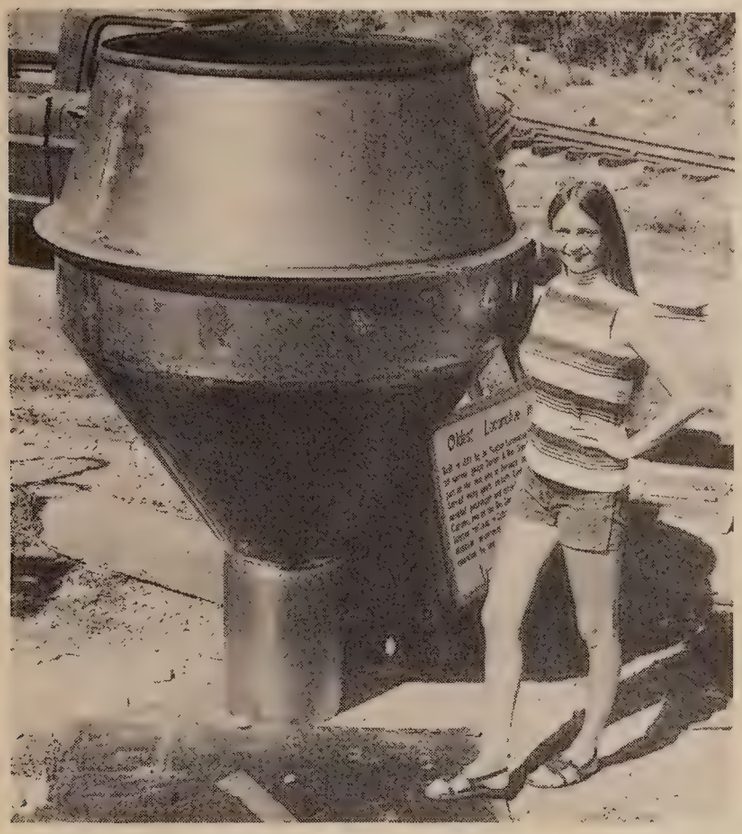
Railfans of various generations admire rods of Canada-built French Rys. Mike 1244 on Grenoble-Veynes line Oct. 21, '73.

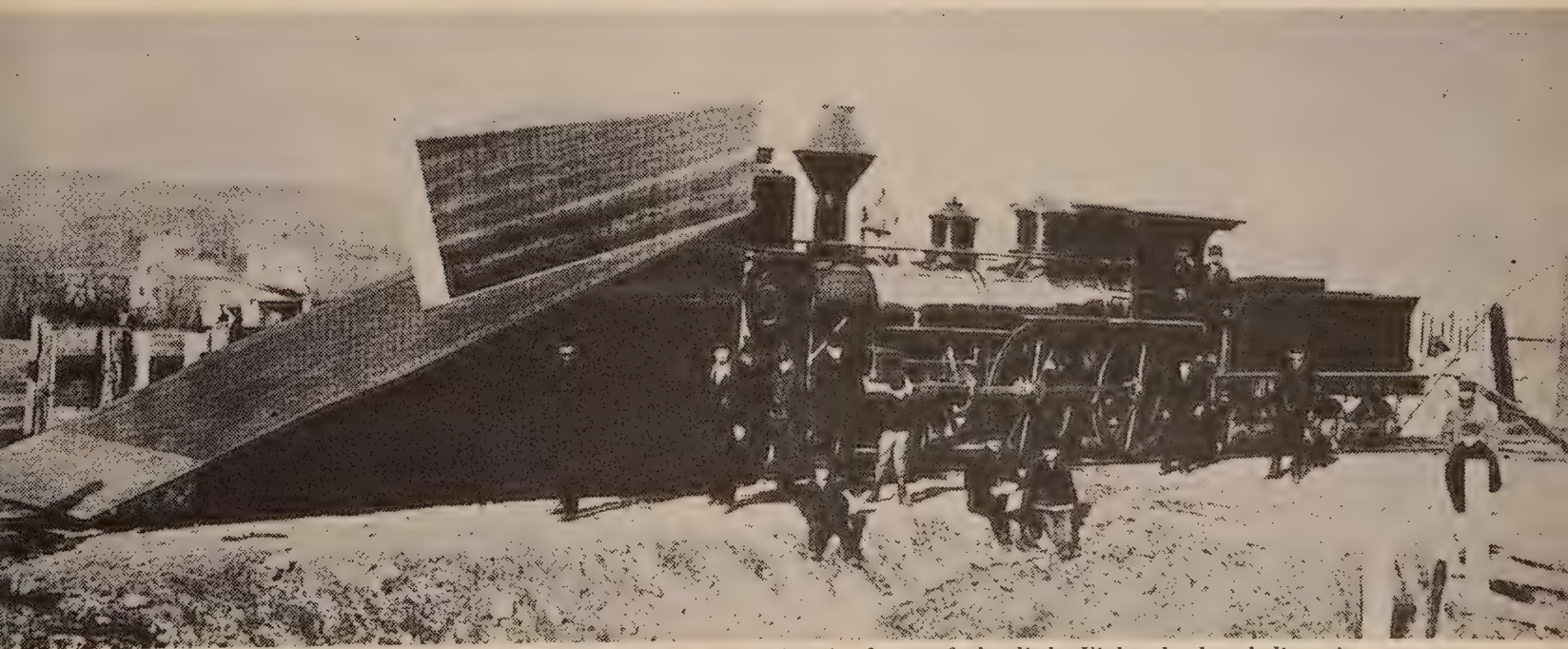
(Right) With two uncles in Louisiana & North West engine service, Tracy Kidd just naturally knows her way around locos. On one of her many visits to the L&NW diesel shop at Gibsland, La., on June 30, '72, she climbed up out of curiosity, to see if this F-7 needed a windshield wiping. It didn't. Southern Pacific originally owned No. 44.

William T Morgan, AG3 OA Div., USS Saratoga CV-60, FPO New York 09501

Thomas P. Lyons P.O. Box 442, Golden, Colo. 80402

(Below) Unknown railfanette stands by a Condon stack made for a D&RG loco and received at Colorado Railroad Museum in Sept. '73. It now awaits installation in '74 by CRM.





An unusual snowplow of a century ago. The massive contraption in front of the little Eight-wheeler, believe it or not, was often used to buck drifts in upstate New York on the old New York Central in 1871. Ah yes, indeed, "good old days"!

Courtesy of Labor, newspaper, Washington D.C.

You can still find steam in the Alps Mountains in Switzerland. Here we see the Rhaetian Railway, just below Klosters, where steam power operates on certain days.
Swiss National Tourist Office, Zurich

William S. Young, Starrucca, Pa. 18462

Kentucky & Tennessee Ry. Mikado No. 10 switches a string of coal cars at Sterns, Ky., in Nov. 1960.

MIRRORED IN THE WATER

Seaboard Coast Line freight rolls to a stop at TN tower in Ebor City, Tampa, Fla., after rain had all but quit on a Sunday in July, 1973.

J. Howard Audibert, 6632-28th St. So. St. Peterbsurg, Fla. 33712

SNOWPLOW EXCURSION

Cumbres & Toltec Scenic R.R. snow plow excursion using ex-D&RGW Rotary OM in about 3 feet of snow on Jan. 12, 1974. The excursion was sponsored by "laid off" C&TS employes who donated their own time and effort to get old OM in good shape. This photo of the 487 and rotary was shot at a point about one mile north of the Chama depot under frigid conditions.

Both photographs by Jack LaMunyon, 2513 Britt N.E. Albuquerque, N.M. 87112

Early morning preparations at Cumbres & Toltec Scenic yards for Jan. 12, 1974 snow plow excursion using old Rotary "OM."

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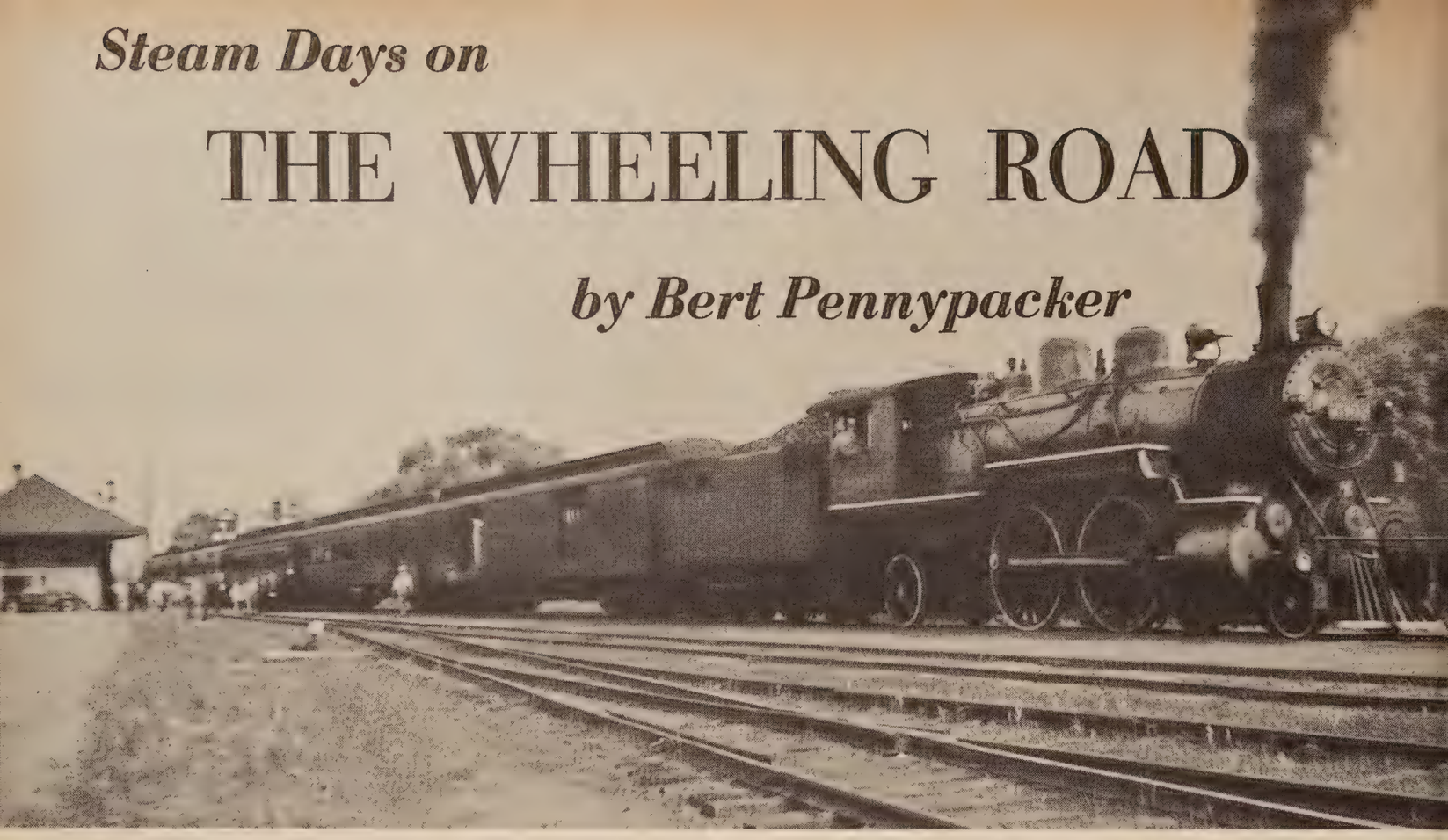
Girls getting water for drinking and cooking from locomotive in a dry area of very hot Guatemala. Give up on what the sign says? It reads, "Welcome to Guatemala." Member of cab crew admires young ladies.

Gary G. Allen, 215½ E. Palmer Ave.,
Glendale, Calif. 91205

Steam Days on

THE WHEELING ROAD

by Bert Pennypacker



Wheeling & Lake Erie's trim E-1 Atlantic 2303 during last days of five-hour run from Cleveland to Wheeling in 1938.
Collection of R.S. Cooper, 11810 Arden Ave., Cleveland, Ohio 44111

A VETERAN engineer named Warren Stewart found himself in trouble many years ago on the Toledo Division of the Wheeling & Lake Erie. He had left Huron, Ohio, with a 2-6-6-2 Mallet and seventy loads of iron ore dragging heavily at the tender's drawbar and was now losing momentum on Hartland hill. If he were to stall and tie up the mainline, he'd have questions a-plenty to answer. Heaven help any luckless hogger who delayed one of those sacred cows, the Toledo fast freights!

"Keep the stoker going!" he yelled across the cab to his fireman, "but don't use the injector!"

The old Duplex stoker banged and thumped, shaking the cab as it always did. The big compound hog of World War I vintage had no feedwater heater; therefore, Stewart didn't want steam pressure redured by cold water entering the boiler. He turned a valve in the cab that permitted the forward cylinders to get full-pressure steam direct from the boiler instead of from the rear cylinder as they normally did in a compound locomotive.

Years later, in talking with us, he explained: "We called this trading steam for power; but it could be a tricky game, because it used twice as much steam and required pretty keen judgment in switching back to compound operation before pressure dropped to the critical point. Once I made this miscalculation and lost my engine in the very stall I was trying to avoid. That, of course, was a long time ago, when I was young and inexperienced."

But in climbing Harland hill that day, engineer Stewart's struggling 2-6-6-2 made it over the top with the judicious use of a built-in booster that all Mallets had.

For a quarter-century, thirty of these ponderous, slow-moving 2-6-6-2's hauled Wheeling & Lake Erie's heavy tonnage, their unmistakable, double-beated exhausts booming out across the rolling green hills of eastern Ohio as they lugged trainloads of iron ore from the docks at Huron to fiery blast furnaces up and down the Ohio Valley from Steubenville to Wheeling. And then they'd return to Huron with coal loads. Perhaps Mallets seemed out of place with no really high mountain or steep grade in sight, and yet W&LE men found the efficient compound, that used the same steam twice, an excellent mover of deadweight tonnage over gently rolling and level terrain.

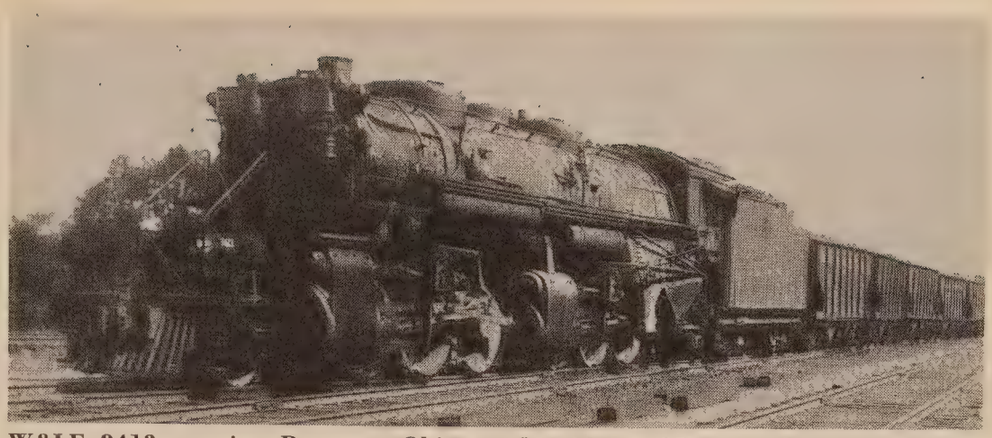
The Wheeling's modern steam story began with the Mallets, or more importantly, with the man behind the locomotives, George Durham, who took charge of the mechanical department at Brewster Shops in 1916. Durham faced a wartime crisis, for the only road-freight haulers he had were an assortment of 2-8-0's that lacked the speed for fast merchandise and the power for heavy tonnage work. The largest of these, twenty H10's built by Alco-Schenectady in 1913, wheeled coal and ore trains, mostly between Huron and Brewster. The crews dubbed them "log-rollers" because of the rough-riding qualities produced by small 57-inch driving wheels and no trailing truck. It took iron men in their wooden cabs to rawhide over the road in those gut-busters—and many a boomer fireman lost no time in heading for greener pastures after a few trips on an H10!

It probably came as no surprise when Durham's quest for a powerful new locomotive led directly to the 2-6-6-2 type, for in 1914 W&LE had acquired two I1-class small 0-6-6-0's from its onetime subsidiary, the West Side Belt Railroad of Pittsburgh. As Nos. 1000 and 1001, the Wheeling rebuilt them experimentally to 2-6-6-0 road engines. (Later they became Pittsburgh & West Virginia 20 and 21, and still later went to the Delaware & Hudson as first 1500 and 1501.)

Thus in 1917, when America entered the war, the Wheeling made a dramatic jump from Consolidations to 2-6-6-2's. Alco-Brooks delivered Mallets numbered 800-819, the road's first iron horses to have electric headlights and mechanical stokers of the Street underfeed type. This wheel arrangement had originated in 1906 when Baldwin built several for the Great Northern as the nation's first road Mallets. Its favorable axle loading of 60,000 pounds made it the top-selling articulated type in U.S. railroading, with over 1,300 built. But Durham's version represented a special breed set apart from the orthodox because his I2's rolled on 63-inch drivers, while practically all other carriers used a smaller 57-inch size. In replacing H10 Consols on the 80-mile Huron-Brewster tonnage runs, an I2 would top Hartland hill at 15 miles an hour with 4,300 tons and no helper, while an H10, with an H6b pusher, could manage less than 3,100 tons.

With the arrival in 1918-'19 of twenty heavy Mikados and ten additional 2-6-6-2 Mallets, all of United States Railroad Administration standard designs, the Wheeling in just three years achieved the total renewal of its road-freight fleet with motive power of much increased capacity.

These engines also became the first ones to display George Durham's unique new numbering system on their cabs, wherein the 100-series assigned to each class represented its approximate tractive force in thousands of pounds. Thus the M1 Mikados were numbered 6001-6020 and the I3 Mallets 8001-8010. (There were also five C1 0-8-0's numbered 5101-5105.) This group of 2-6-6-2's had the standard smaller-sized 57-inch drivers and were the last Baldwins acquired by the road. Each of the 13 Mallets cost W&LE $71,967, while the I2 group, acquired but two years earlier, bore a price tag of only $53,427 each. Yes, we had inflation also in World War I times.



W&LE 8413 entering Brewster, Ohio, yards with an 85-car coal train in 1938.
Charles W. Burns, 406 Heustis St., Yorkville, Ill. 60560

The capable and fleet-footed Mikados brought about a fast freight operation that was one of the finest in its day, competing successfully with five large East-West trunk lines that crossed Ohio. From Cleveland, Toledo, Wheeling, and Zanesville the big Mikes roared through the night, their bright headlights pointing pencils of light toward a common objective—Brewster Yard. Whistles tooted, signals flashed, and cars thumped together in the yard as trains were switched; then off they'd go, highballing thunderously out of town to opposite extremities of the big "X" map spread across Ohio.

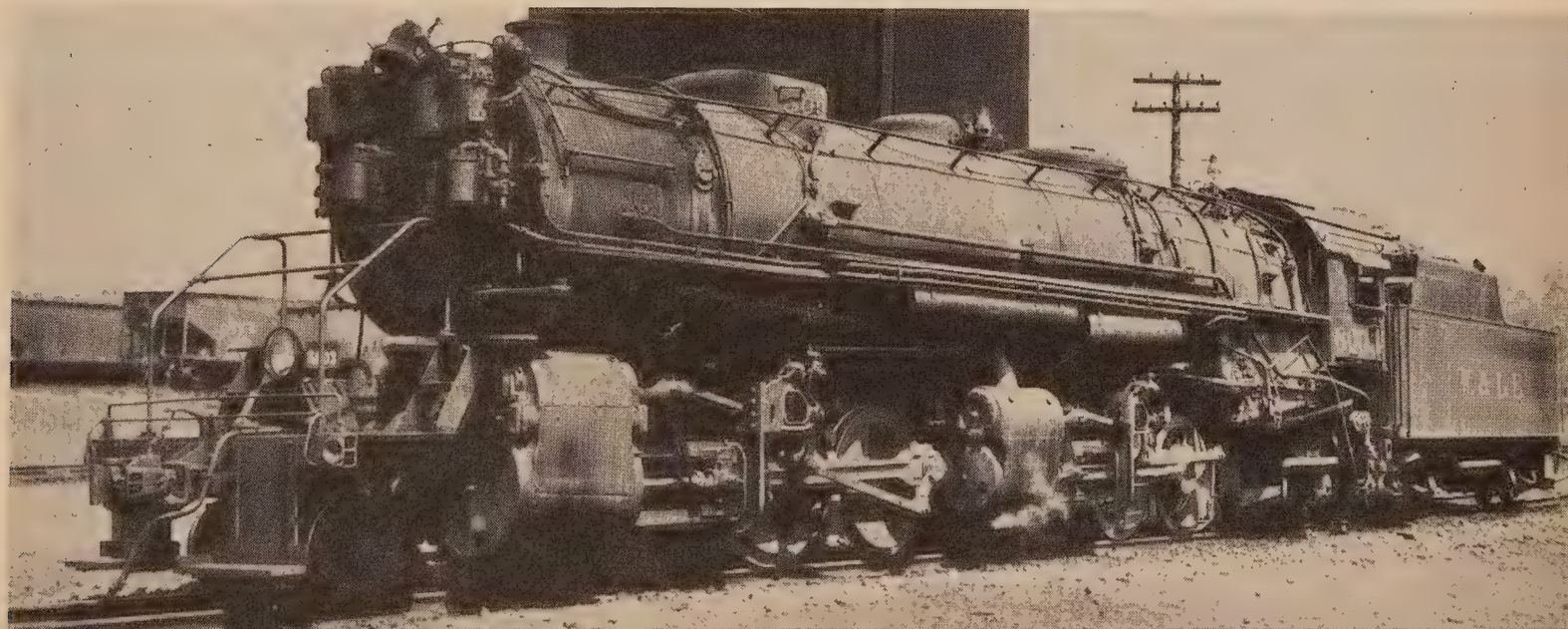
"Those USRA heavy Mikes were damn good fast freight hogs, fine steamers, and easy to handle," engineer Stewart told us. "They were strong pullers, but also plenty fast with a light train."

While he was talking, we visualized him at the throttle of a big 6000-series storming lustily along the mainline.

"I once pulled train third 95 from Brewster to Toledo. Each night it ran in three regularly scheduled sections, coming through from Rook, Pa. on the Pittsburgh & West Virginia. Their engines and crews were pooled with ours on this 102-mile run, the 49 miles west of Pittsburgh Junction, Ohio, being on Wheeling tracks. One night my train arrived late and the incoming P&WV hogger said they'd had trouble with the caboose uncoupling while rounding curves, because his last car was an exceptionally long one loaded with bridge girders. For that reason I advised my conductor to ask for the addition of a medium-length buffer car to our train. But he and the yardmaster weren't on friendly terms; so I offered another idea, mainly that he fasten his caboose to the last car with chains and cut off the air brake pipe at the last car."

" 'Hell, man, you must be crazy,' he exploded. 'I'm not gonna bounce around for 134 miles in a loose-chained hack

Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124
Constructed by Baldwin in 1920, this I-3 Mallet No. 8003, shown at Dillonvale, Ohio, in Aug. '49, proved a hardy loco.



Class	Numbers	Cylinders (Inches)	Drivers (Inches)	Pressure (Pounds)	Engine Weight on Drivers (Pounds)	Tractive Force (Pounds)	Builder & Date
			Mikado (2-8-2) Type				
M-1	6001-6020	27x32	63	200	239,839	62,949	Brooks, 1918
			Consolidation (2-8-0) Type				
H-6a	4101-4125	21½x30	57	200	187,360	41,360	Alco, 1905
H-6c	4151-4156	21½x30	57	200	188,112	41,360	Alco, 1905
H-6b	4301-4320	22½x30	57	200	193,700	45,296	Alco, 1905
H-10	6051-6070	26x30	57	200	244,420	60,484	Alco, 1913
			Mallet (2-6-6-2) Type				
I-2	8401-8420	25½ & 39x32	63	220	364,750	88,382	Brooks, 1917
I-3	8001-8010	23" & 35x32	57	225	360,000	80,300	Baldwin, 1920
			Switchers (0-6-0)				
	3951-3955	21x28	51	190	164,900	39,102	W&LE, 1929
	3956-3958	21x28	51	190	164,900	39,102	W&LE, 1930
B-5	3959-3964	21x28	51	190	164,900	39,102	W&LE, 1935
	3965-3966	21x28	51	190	167,850	39,102	W&LE, 1935
	3967-3976	21x28	51	190	167,850	39,102	W&LE, 1937
			Switchers (0-8-0)				
C-1	5101-5105	25x28	51	175	214,000	51,200	Alco, 1919
	5106-5110	25x28	51	180	219,130	52,500	W&LE, 1928
C-1a	5111-5115	25x28	51	180	219,130	52,500	W&LE, 1929
	5116-5125	25x28	51	180	219,130	52,500	W&LE, 1930
			Berkshire (2-8-4) Type				
		25x34	69	245	259,500	64,135	Alco, 1937
K-1	6401-6410	25x34	69	250	263,045	65,444	Alco 1937
K-1	6411-6415	25x34	69	245	261,000	64,135	Alco, 1938

Roster of Wheeling & Lake Erie steam locos in 1939 doesn't list a single E-1.

without brakes. And besides, I never knew of a caboose coming uncoupled like that. These Pee West Virginia boys probably used that tale to cover up some mistake they made.' "

The tower operator flashed third 95 a green eye; and as Stewart worked his booming Mikado slowly onto the main-line, he wondered who might be right about the long car and caboose. The train was quite heavy that night and he couldn't work up much speed, which may have been fortunate, for the brakes soon slammed on in emergency.

"Dammit, there goes the hack," yelled the engineer.

Well, as you might guess by now, the wise guy in the caboose thereupon became convinced to chain up his way-car; but he elected to travel in the engine cab and left the unlucky flagman to suffer the bumps and jolts of such a caboose ride.

Passenger service on the W&LE got an ambitious start early in this century when the Gould interests hooked that road and the Wabash together at Toledo to create a through route between St. Louis, Chicago, and Pittsburgh. The Wabash Pittsburgh Terminal was built east of Mingo and Pittsburgh Junctions, and later became part of the P&WV. Long-distance service ended in the late 1920's when the plump Van Sweringen brothers gained control. Passenger service then became a purely local business.

In 1927, George Durham invested in three Brill model 350 gasoline-electric railcars which proved to be undependable. The longest-lasting steam passenger power that most Wheeling fans can remember seeing were the handsome little E1 Atlantics, 2301-2306, built by Brooks in 1905 to handle the Goulds' long-distance trains east of Toledo. They had slim boilers, cylinders set at a 45-degree angle, and 79-inch drivers, being virtual duplicates of numerous 4-4-2's built by Brooks at that time for various railroads.

Following two fiery crashes of E1 locomotive 2306, W&LE men regarded her as being jinxed. Naturally, engineer Harry Johnson had no idea he was making his final run that hot July 27th morning in 1924 when he wheeled train 7 briskly out of Zanesville. Fate intervened as the 2306 swooped around a curve near Beach City and Johnson saw, dead ahead, a wooden trestle engulfed in a towering wall of flames! Speed and distance kept him from stopping, so he rode her to oblivion. The heavy engine collapsed the weakened span. Both fell with a deafening roar that ended in a mass of broken, flaming, bridge timbers covering a battered locomotive. Johnson "went to glory" as the old railroaders say, but the fireman miraculously survived.

Then on April 11, 1928, while pulling train 35 from Cleveland, the same engine, rebuilt, slammed into an oil truck on a grade crossing near Tiltonville. So once again the big hook went out to reclaim the fire-scarred 2306. Her second rebuild in Brewster Shops included new Timken roller-bearings in her tender trucks, a first anywhere.

By 1932 the Wheeling's only passenger service anywhere consisted of two locals, which ran until their discontinuance in 1938. Pulling three ancient wooden-bodied cars, train 35's trim Atlantic type chuffed leisurely out of Cleveland each weekday morning and made all stops on her five-hour run to Wheeling, W. Va., 152 miles. In the afternoon, she turned and ran north as train 32. Engines were often changed at Harmon, just east of Brewster. From its venerable 4-4-2 to the coach/observation (a rebuilt parlor car), this homespun local, while it lasted, afforded a journey in antiquity that was quite the opposite of the road's modern freight service.

Old experienced "rails" will tell you that the lowest motive-power priority item is the plodding yard goat. Even on those occasions when money for big, mainline power seems to flow like water, the switch-engine budget usually calls for a cheap initial cost, shoddy maintenance, and usage almost forever, simply because such locos cannot directly produce revenue ton-miles.

But in such analyses, don't forget George Durham. George was no penny-pincher. Just as he had seen the critical need for a new and mightier road-freight fleet, back in 1916, so did he become dissatisfied again in 1928, this time with his outmoded and inefficient stable of switchers. Aside from his five USRA 0-8-0's, class C1, acquired in 1918, the "newest" goats available included 0-4-0's and 0-6-0's built in a prehistoric era, 1903 to be exact.

Before a railroad company goes shopping for new locomotives, it makes two big decisions: (1) the exact type or types and (2) who is to build them. On both counts, W&LE did the unexpected. Being much impressed with the excellence of USRA-designed power already on the roster, our hero decided not only to pattern his new switchers after their specs but raised many an eyebrow by having them homemade in the Brewster Shops. Seldom does a 500-mile road build its own, for the Brewster facility wasn't exactly a Reading, a Roanoke, or a Paducah. Yet the men at Brewster could lift the mammoth boiler off a Mallet, take her apart, and put 'er back together again just like new. Furthermore, they were proud of their workmanship; so why not build switchers?

Like so many mosaic pieces of a giant jigsaw puzzle, the myriad parts used to build locomotives began arriving at Brewster. This was basically an

Slim-boilered W&LE Atlantic No. 2301, built by Brooks for Goulds' varnish east of Toledo, near Canton, Ohio, in 1938.
Collection of William F. Meyers, 17824 Dalewood Ave., Maple Heights, Ohio 44137

assembly job of parts bought mostly from Alco, but the fabrication of items like underframes and tender superstructures could be done locally from raw steel stock. With no profit margin required and the use of the regular shop force, Durham achieved all the cost-cutting economies that home-built power affords.

Between 1928-'30, twenty 0-8-0's of the C1a class and eight B5 0-6-0's were completed and quickly put to work. Oldtimers recall them as quality engines, perhaps more modern than the average yard goat. They performed well with the tried-and-proven USRA principles built into them. Then between 1935-'40, Brewster Shops again buzzed and hummed as 22 additional B5's were turned out. Most of them had Timken roller-bearings in their tender trucks, a feature that made them famous. We know of no other switchers anywhere so equipped. Strangely, the Wheeling's final order for six B5's in the World War II year of 1944 was placed with Alco, and the total series then ran 3951-3985.

"The building of those six- and eight-wheelers at Brewster seemed to fascinate the officials even more than it did the ordinary workers like myself," reminisced Henry Seib, a lanky, one-time machinist at the shops. "At times we had more men in white shirts and business suits clustered about a loco being built than there were workmen. Each completed engine went directly into the big 26-stall roundhouse to be fired up and sent out on a light job to break her in.

"A road foreman of engines and a machinist usually went along on the road tests. I remember one instance when an 0-8-0 developed a hot main rod bearing. This was not unusual. A new bearing might be too tight or too loose and a bit off center. Well, that is why I was there, to take care of any trouble that developed; but the overly-cautious road foreman wanted to herd his precious new goat into a nearby siding and leave her for the big hook to rescue. I persuaded him to let me stretch the cab washdown hose out to the running board, where I crouched down and hung on, spraying cool water on the hot bearing as the 0-8-0 headed back to Brewster. I heard that Baldwin's Sam Vauclain once did this trick, only it was on a passenger engine running 70 miles an hour!"

By 1937, the Mallets and Mikes neared their twentieth year of service, the super-power era was in full swing, and competition called for setting aside World War I standards. The Durham legend of modern and efficient operations must be maintained. George had long since moved to general headquarters in Cleveland as vice president and general manager, his successor at Brewster being George A. Hill. The search for a new, high-capacity loco didn't even get out of the Wheeling's back yard. First of all, through freight runs between Youngstown and Toledo via Erie/W&LE used Wheeling tracks west of Creston and the Erie's huge Berkshires were pooled with W&LE Mikados, the crews being changed at Creston. Then too, Durham and Hill were much impressed with the performance of the swift Berkshires, which had been running since 1934 on the neighboring Nickel Plate.

The decision to acquire Berkshires similar to those of NKP probably came as no surprise, since the Nickel Plate owned a controlling interest in Durham's road. For many years, however, Wheeling's chairman of the board, W. M. Duncan, had staved off direct NKP

Classic example of numerous 4-4-2s built by Brooks for various roads in the early days of the century is W&LE 2301.
Photograph by Bert Pennypacker

domination and kept an independence that showed up in striking mechanical deviations from the basic NKP 2-8-4 design. Incidentally, Duncan and vice president Durham ran the road. There was no president because, if there were, he would have had to be a Nickel Plate man.

Thus it happened that the Berkshire design came not from Conneaut, but from the red brick office building at Brewster. There were utilitarian footboards instead of cast-steel pilots, Elesco exhaust steam injectors instead of Worthington feedwater heaters, and Timken roller-bearings on all engine and tender axles instead of plain friction bearings. Dimensions, weights, and tractive power of Nickel Plate S-classes and the Wheeling's K1's were identical. Even so, Brewster ordered all of the 6401-6432 series from Alco between 1937 and '42 and, oddly enough, never bought any kind of power from Lima.

Durham and Hill took nothing for granted in their initial order of only ten 2-8-4's. Sure, they'd undoubtedly do just fine on Rook-to-Toledo hotshot bridge traffic, but what about coal and ore tonnage? NKP and certain other roads had scant experience in ore because this Berk design was aimed for high-speed merchandise work.

Well, the K1's proved fully able of lugging the ore out of Huron and the coal out of Dillonvale. In fact, they were so good at it that they replaced 24 Mallets, the six remaining 2-6-6-2's being retained for mine runs in southeastern Ohio. Motive power men had some frustrating days when five of the first ten 6400's developed bad boilers, a too common occurence in Alco locomotives. They were sent back to Schenectady and fitted with new all-welded boilers, perhaps as heart balm for the inconvenienced customer.

"I recall the day the 6411 derailed at Snively," Henry Seib told us, "about a week before Christmas of 1941. She must have really been moving, for she plowed into a trackside swamp. Unstable ground kept the wrecker from getting to her, we couldn't even put a temporary track in there. We had to dismantle the 6411 on the spot and use the wrecking crane cables to drag the parts out to trackside to be loaded on cars and taken back to Brewster. There we reassembled her and soon returned the engine to service."

The Wheeling owned only four diesel switchers, but its final steam acquisition came as late as 1948, when the road employed used-car-lot methods to buy second-hand steam power. The story of these locos began in 1926 when the Roanoke Shops of Norfolk & Western built K3 Mountain types 200-209. During World War II, the Norfolk road sold five of them to the Denver & Rio Grande Western and five to Richmond, Fredericksburg & Potomac.

Steam power on most Ohio roads fared well for a while against the inroads of diesels, and thus W&LE in 1948 reunited N&W's ten wandering graduates. They became Nos. 6801-6810, retaining the old N&W class K3. Having huge boilers, small 63-inch drivers, and great power, they were assigned to heavy tonnage, but were also clumsy, heaving and pitching so much, that the men called them "water buffalos."

Most significantly, had your author in 1948 been able to look sixteen years into the future, he'd have recognized those K3's as a precursor of things to come.

We were at Brewster in August, 1949, as the curtain began falling on the Wheeling's final act as a superbly-equipped and well-run road that had paid dividends every year since 1920. W. M. Duncan's long-waged battle for independence had ended at last and "big brother" Nickel Plate was fast moving into the merger that became official on December 1, 1949.

"Things just aren't the same," motive power chief George Hill lamented when we visited in his office. "This used to be a family railroad; everybody knew each other and employes addressed even officials like myself by our first names. Now we see many strange faces and a lot of our people will lose their jobs," he concluded sadly.

As we walked out to the roundhouse, the NKP encroachment came sharply into view. While all the engines still carried the big, bold, and proud initials "W. & L. E." on their tender flanks, some also had a small "Nickel Plate Road" logo affixed near the top. This was our farewell glimpse of the Wheeling in sunset, a road that will long be remembered, not for its diesels but magnificently for its steam power.

The same swan song could be rendered for NKP, which succumbed on October 16, 1964, along with the P&WV and Wabash, to a merger with the great sprawling Norfolk & Western system.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, No questions will be answered by mail or telephone.

1 ***How does railroad fuel shortage affect the grain trade? What measures have the railroads taken to conserve fuel? To what extent is it okay to reduce operations?***

(1) According to John A. Burnett, the Rock Island's director of purchases and stores, many grain-producing areas have no real alternate means for getting grain into export channels. One RI grain train from Iowa to the Gulf of Mexico uses about 10,000 gallons of fuel on a round trip. Each of these trains is the equivalent in shipping space of not less than 200 trucks, which in turn would require about four times as much fuel to move the same amount of grain, not to mention more men.

(2) Many roads have reduced train speeds while retaining good service to customers. Reduction, say of from 70 to 60 mph saves about 15 percent in fuel per loco. Maximizing tonnage per locomotive-hour also is being done, to make sure each engine hauls the maximum freight per horsepower.

(3) Additional cuts could be made to the point where it's too hard to cut further. That's for two reasons. First, interchange traffic coming from other lines cannot be shut off without clogging interchange points and paralyzing operations. Secondly, freight and passenger trains must be kept running to serve the public.

It is interesting to note that as long ago as November 1935 the late Gilbert A. Lathrop, then a D&RG locomotive fireman, had a fiction story in *Railroad Magazine* dealing with oil locomotives. Entitled "Master Mechanic's Blood," it told how valve oil was doled out to engine crews in very limited quantities.

2 ***What does Southern Pacific mean by diesel SD45T-2?***

According to Jerry Pinkepank's *Second Diesel Spotters Guide,* this model is a distinct modification of the SD45-2, with the T designating Tunnel. To combat the diesel "breathing" problems encountered on SP mountain lines, the road ordered units modified with low-mounted air intakes and expanded radiator capacity to increase cooling capacity and to more efficiently utilize the restricted air supply inside tunnels and snowsheds. The radiators are roof-mounted and the air is blown upward by three fans located below the radiators. Rear hoods are three feet longer than those of standard SD45-2's.

3 ***What did Civil War Gen. William Haupt have to do with railroads?***

A West Point graduate, he helped to establish the Pennsylvania Railroad in the 1850's and rose high in the ranks of the company. After six years of attempting to bore the Hoosac Tunnel in Western Massachusetts, he suspended work to join the Union Army. During the Civil War he was director of Union military railroad operations in the East. Later he became, in rapid succession, chief engineer for the Shenandoah Valley R.R., general manager of Penn-sy's southern interests, and general manager of the Northern Pacific.

4 ***What can you tell me about Canadian Pacific's gasoline motor car No. 1?***

This pioneer was one of CP's early efforts to economize on branch-line service in the 1920s. The car was 30 feet 9 inches long and was powered by a Reo gasoline motor which developed up to 50 hp. Its main part could seat 22 passengers, while the baggage section often served as a smoker. No. 1 covered a 4½-mile section between Highland and Cote St. Paul, Quebec, for just over a year, then on other branches for more than a decade, and was scrapped before WW2. A similar car also ran on the Quebec Central.

5 ***I'm an Illinois Central Gulf brakeman. What are considered good causes for voluntarily leaving a job?***

Health, family problems, or a change of job location. However, the Railroad Retirement Board's determination on whether or not benefits are payable depends on individual circumstances.

6 ***Where was the NYBR&J?***

New York, Bay Ridge & Jamaica. This 8-mile narrow-gage line on Long Island was opened in 1877 to run between Bay Ridge and New Lots, a point on the New York & Manhattan Beach Ry. more than a mile south of East New York. In 1883 it was made standard gage, in 1878 was leased to the NY&MB, and in 1880 it connected with Starin Steamboat Co. boats from Cortlandt Street in downtown New York City. A few years later it connected with Staten Island Rapid Transit ferry service, which operated between Whitehall Street in the big city and Bay Ridge. In 1882 both the NYBR&J and the NY&MB were leased to the Long Island Rail Road.

7 ***Did Germany ever have a 4-cylinder compound locomotive?***

Yes, indeed, a 2-12-0 in freight service on the Wurtemberg State Railways' Gislinger Incline. Esslinger Works built her in 1918. Austria State Railways also had a 2-12-0, this one being a standard gage, 4-cylinder compound express passenger loco built in 1911.

8 ***Where did the Groton & Stonington Traction Co. operate?***

Between New London, Conn., and Westerly, R.I. It ended operations July 24, 1928, after 24 years of service. Founded in 1904 as the Groton Stonington St. Ry., it was purchased Oct. 30, 1916, by the Shore Line Electric Ry. Co., which went into receivership Oct. 1, 1919. Then on June 19, 1923, the Shore Line receiver conveyed the G&S line to the Groton & Stonington Traction Company.

9 ***Words, please, to "Desert Brass-Pounder," by James E. Hungerford.***

Desert sandstorm ragin', roarin',
'Round my little boxcar shack;
In the sky, black clouds are soarin'
High above the railroad track;
Wires are hummin', tappin', swayin',
Till I'd swear that I can hear
Ghostly fingers on them playin'
Odd-like music, quaint an' queer.

Miles and miles of desolation,
Stretchin' out on every hand,
Till it seems like all creation
Is just cactus-dotted sand!
Past my shack a freight will thunder,
Or a passenger flit by,
And I watch 'em go, and wonder
If they saw me wave good-bye.

10 ***What was the origin of the old Northern Pacific herald?***

The monad to which you refer symbolized in ancient Oriental philosophy "the great creative principle of the universe." The NP adopted it after E. H. McHenry, the line's engineer, had seen this device on the Korean

National flag at the 1893 Chicago World's Fair and had been impressed by its simplicity. The NP's use of this motif was justified by the fact that the road hauled various products from the Orient. Its fast silk trains were a spectacular phase of rail lore.

11 ***Tell me about the Cairo, Truman & Southern.***

Incorporated Feb. 7, 1913, in Arkansas, with 13.86 miles of track running between Weona and Weona Jct. In 1931 the Cotton Belt tried to acquire it; but the ICC assigned the CT&S instead to the Rock Island. Most of the road was abandoned the following year and the rest on Aug. 2, 1940.

12 ***What is the present status of Canadian National maritime activities in the Atlantic provinces?***

Under the CN's new marine and ferry administration, set up last October, all east coast ferry and coastal services are under the aegis of a directing committee of senior Ministry of Transport and CN officials. Their major objectives will be the co-ordination, operation, improvement, and expansion of the present system to meet expected increases in traffic. The ferry services are those running between Newfoundland and Nova Scotia, Cape Tormentine, N.B., and Borden, Prince Edward Island; Yarmouth, N.S., and Bar Harbor, Maine, as well as coastal vessels serving Newfoundland.

13 ***When did the last steam loco pass through the Hoosac Tunnel?***

Ex-Nickel Plate 2-8-4 No. 759 made the trip on July 1, 1973, enroute from Steamtown to Mechanicsville, N.Y., and then to a scheduled railfan trip. This was the first steam movement through the tunnel since 1955. Actually, though, the 759 was one of the first coal burners, unaided by one of the old electrics, to pass through the tunnel since 1901.

14 ***What road had the initials NMM?***

The New Mexico Midland, organized in 1904 to run between San Antonio and Carthage, N.M. It had a steam loco, two cars. Abandoned long ago.

15 ***I'm a Louisville & Nashville engineer. Will the provision eliminating the age reduction in annuities for male employes of age 60 with 30 years of service apply to everyone?***

No. It will benefit only those whose annuities begin after June 1974. It will not apply to reduced annuities beginning before next July nor to employes who retire between ages 62 and 64 with less than 30 years' service.

16 ***When did England's first electric loco, operating in London on one of the world's first subways, make its last trip?***

On April 25, 1923, from Stockwell depot to the Science Museum at South Kensington, London. The loco, No. 1, was designed and built by Mather Platt and began daily service in 1890 on the City & South London Railway.

17 ***Info, please, on Pennsy's famous Belpaire firebox?***

Not only was this firebox standard on PRR steam locos but to some extent the Great Northern used it also. The Belpaire did away with the necessity for using bars to support the crownsheet, which was flat and parallel to the roofsheet and thus kept in place by straight vertical and transverse horizontal stays. It also permitted somewhat more water over the fire. But the reason for its unpopularity, save on the Pennsy, GN, and a few other lines, seems to be that it was more expensive than other fireboxes to build and maintain.

18 ***What is the difference between a mile of railroad and a mile of track?***

The former may consist of a single track, or two, three, or more parallel tracks, including sidings, way switching tracks, spur tracks, and yard tracks. Thus, a mile of railroad could include several miles of track.

19 ***Tell me about the 4-4-0 which had no counterbalances.***

Hinckley built the Eight-Wheeler *Henry F. Shaw* in 1881, with two sets of cylinders in the same plane, their connecting rods being attached so that motion of each one was balanced by the other. This resulted in, as inventor Shaw stated, "drivers without counterbalance, a single movement of the valve with duplex action; ergo, no hammer blows, and no nosing around. Steam is the motor of balance as applied to the reciprocating parts." Shaw's engine did not live long. She had 63" drivers, four cylinders equal in piston area to two 16x24" cylinders, and weighed 74,000 pounds.

20 ***Did the Federal Government give money or bonds to the pioneer Western roads?***

No. It made loans of bonds, bearing 6 percent interest, to hasten the construction of six early railroads. The total amount loaned was $64,623,512; but the railroads repaid, principal and interest, $167,746,490. Uncle Sam did give some railroads land grants, which, however, is another story.

Running Extra

Boston & Maine never owned the St. Johnsbury & Lake Champlain. However, until 1924, B&M controlled it through stock ownership of the Passumpsic R.R. On Christmas Day 1925 the St. Johnsbury line was turned over to a new board of directors and the B&M relinquished control. This board operated the line, with Lewis A. Putnam as president, until the Salzberg interests bought it and kept Putnam as president. Following a decision to abandon, Samuel Pinsley purchased it from the Salzberg people, promising to rebuild the road, which had deteriorated badly. Meanwhile, the road had switched from 2-8-0 steam power to GE 70-ton diesel electrics. No steam remained when Pinsley took over.

He moved the offices from St. Johnsbury, selling facilities there to Canadian Pacific, and built a huge shop-roundhouse-office complex at Morrisville, Vt. Lighter diesels were replaced with heavier ones by the purchase of two GP9's from Precision Engineering Co. These were ex-New York Central locos, followed by five RS-3's from other roads. Pinsley never did rebuild the railroad. The story on page 4 of Dec. '73 *Railroad* is very true. The line's new name is the Lamoille County Railroad, although it still retains the old identity.—Elwin K. Heath, 21 Hilltop Ave., Barre, Vt. 95641.

Re an item in your Dec. '73 issue, Canadian Pacific had 20 ten-wheel locos built in 1903 and 1904 by the Saxon Engine Works in Germany. Numbered 450 to 559, they were class D6d, had 63" drivers, and developed 28,200 lbs. of tractive force with a boiler pressure of 200 lbs. The CP and its subsidiary Dominion Atlantic Ry. are my main interests in railroading. I have much information on both lines.—Douglas Conrad, Box 306 Armdale P.O., Halifax, N.S., Canada.

Researching for a proposed book on Wisconsin Valley R.R., 1871-'80, and subsequent CM&StP ownership and operation in Wisconsin River Valley, we need photos of locos and cars.—John Cline, The Milwaukee Road Railfans Assn., 1217 Stark St., Wausau, Wis.

Where can I find a brief history of the Jamaica Central Rys., an interurban line which ran on Long Island between Jamaica and Far Rockaways?—Joseph Beim, 302 Ave. C, Brooklyn, N.Y.

Wanted: a large print of the New York Central painting "*Centuries* Pass in the Night," suitable for framing?—

Wm. Taylor, SCL-166190, Georgian Apts., 2104 Hills Ave., Tampa, Fla.

I seek info on a relocated Irish Railway line (1960s) transported to New Jersey by Dr. Cox. Rumor says it is in receivership or defunct. A preservation society informs me that Dr. Cox owns two narrow-gage, green-liveryed engines, still on CIE Ry. property. For some reason, they were not delivered. The society wants to preserve them but needs more info.—Shannon Harper, 3009 Grape St., San Diego, Calif.

What class of steam loco did the Lake Superior & Ishpeming use in the 1930s and '40s?—Ron Pearson, Str. *Frontenac;* (US) Marine Post Office, Detroit, Mich. 48222.

I found a lock in Jct. City, Kan., with the initials UP&MP&C. What railroad?—Eric Kriegh, 492 Ord Drive., Boulder, Colo. 80303.

Info wanted on Havre, Mont., population, railroad action, etc. We have given the name Havre to the town in our model railroad layout.—Raymond Fishburn, Waterville Boys Club, Waterville, Maine 04901.

From time to time your magazine has mentioned Death Valley Scott's historic run over the Santa Fe on a special train. This train left Los Angeles at 1 p.m. on July 9, 1905, and arrived in Chicago at 11:45 a.m. on July 11, covering 2,265 miles in 44 hours and 54 minutes at an average speed of 50.4 mph (including all delays). The previous record was set in Aug. 1903 by the *Lowe Special,* 52 hours and 49 minutes.

A total of 19 engineers, 18 firemen, and 10 conductors handled the Scott train, not counting the helper engines and crews at Cajon, Glorieta, and Raton passes. There were slowdowns in the big rail yards and speed restrictions in certain towns enroute. The major slowdowns occurred in surmounting the four mountain ranges of the Rockies. Engine changes took only three minutes in Barstow, Seligman, Williams, Newton, Argentine, and Ft. Madison; two minutes in Gallup, Raton, La Junta, Syracuse, and Dodge City, and only 80 seconds in Needles, Calif. The train consisted of baggage car 210, dining car 1407, and standard Pullman car *Muskegon,* totaling 170 tons. Two Baldwins were on the first and last legs of the trip. Ten-wheeler No. 442 hauled the special out of L.A. to Barstow, and Atlantic No. 517 highballed it from Chillicothe, Ill., to Chicago.—Frank T. Reilly, 16 Sanford St., Dover, N.J. 07801.

Info sought on the Indiana Northern, and the Indiana Railroad.—Dane Morley, 25 Hickory St., Falconer, Ky.

John Gray asks why wrecking cranes aren't derailed by lifting heavy loads. The answer is, the cranes have telescoping beams at each corner of the main frame. The crane also carries a number of wooden ties. When preparing to lift, the ties are laid at the side of the rail nearest the weight to be lifted, and are built up into a box or any convenient shape. The telescoping beams are then pulled out and the space remaining between the two is filled by driving wedges with a maul. Total extension of the beams is, I think, about 30 inches from the side of the main frame, or about 3½ feet out from the rail. This pile of ties takes the weight and prevents capsizing. Some "big hooks" are fitted with hydraulic jacks. —Jack Abram, 69 10th Ave., Roxboro, Que. H8Y 2n6, Canada.

Unidentified woman cleans number on Reading Co. tender in the spring of 1943, a wartime job, place unknown.
Collection of Frank A. Weer

What was the difference between the Norfolk & Western Y6, Y6a, and Y6s steam locos? Would N&W still be running steam if it weren't too hard to find parts for steam engines.—Edward Oberlin, P.O. Box 35, Manchester, Ohio

What year did the railroads have their greatest prosperity? About how many passenger trains ran that year?—Wm. H. Thompson, 200 Palm Ave., Millbraie, Calif. 94030.

A photo of Pennsy J-1a Texas type loco appeared in your May '46 issue. On the opposite page was a model plan for the tender and the plan for the 2-10-4 to come in *Railroad* the following month. Anyone know, at this late date, if these plans are still available, cost, and where I could order them?—Wm. R. Nelson, 141 Polk St., Cumberland, Md. 21502.

You recently mentioned the Hartford Eastern. This was the Hartford to Monte Cristo, Wash., a 42-mile segment of the former Everett & Monte Cristo, opened for business in 1894, purchased by the Northern Pacific in 1902, and operated as the Monte Cristo branch of that road until 1915. This was Washington's bonanza road, built to transport gold ore, but for years the short line made most of its money transporting lumber products for Rucker Brothers Lumber Co. At one time there were 30 saw and shingle mills in the area. I don't know when the road was abandoned; but the rails were taken up in '38 and much of the right-of-way was used for the Mountain Loop Highway in Washington.—Grant Welbon, Puget Sound Ry. Historical Assn., 3809 NE 82, Seattle, Wash. 98115.

Someone asked why the hook-screw-buffer European system of coupling was never adopted in the U.S. This was because American railroad men regard the U.S. automatic coupler as better. Certainly it's faster. I've watched them coupling and uncoupling passenger equipment in Europe; it was very time-consuming. In freight car switching in the U.S., where it isn't necessary to cut the air through, relying solely on the loco's brakes, cars can be uncoupled on the move, such as in hump yard switching, or when making a flying switch. If the knuckles of the cars to be coupled are opened, a slight nudge will cause the pin to drop down, locking the knuckle, and a movement in the opposite direction can be made in seconds.—Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206.

How did Union Pacific select the unique numbering system used on the "Cities" trains? Why was the *City of St. Louis* numbered 9 and 10 instead of 109 and 110, leaving a gap between the *City of Denver* 111 and 112, the *City of Portland* 105 and 106, and *Challengers* 107 and 108?—Nathaniel Goodman, 6053 S. 2300 East, Salt Lake City, Utah 84121.

Tom stands beside Union Pacific 8444 on an Idaho fantrip between Boise and Weiser on September 16, '72. He is holding one of his Miranda cameras with a Zoom lens attached to it.

INTERESTING RAILFANS No. 135

THOMAS P. CHEESBOROUGH

by FREEMAN HUBBARD

HIS BIGGEST frustration was wanting "desperately" at age eighteen to go firing on the Southern and eventually become an engineer but not doing so because his parents objected; and now it's too late.

"I wish I hadn't listened to them, but had followed my own choice," Thomas P. Cheesborough sighs, "as so many teen-agers are doing today. The disappointment is one I'll always have to live with."

Tom is a youngish-looking forty. Being tall and slim, six feet two, about 165 pounds, he stands out in a crowd; has cornflower-blue eyes, ash-brown hair, and a ruddy complexion tanned by the Florida sun. (Address: P.O. Box 324, Coconut Grove, Florida 33133.) His voice is rather deep and according to some girls, "sexy." They say also: "He has nice dimples, but should smile more often." So what! Everybody should smile more often. Tom's best asset, from our viewpoint, is the high quality of his camera art. Among other accomplishments, he is a good writer.

"If I'd had my pick of jobs," he tells us, "I'd be like W. Frank Clodfelter, who is a full-time road engineer with railroad photography as a hobby; or Jack Pontin, ditto except that he is now deceased. My second choice would be full-time photographer in a railroad Public Information office, like Nick Morant of CP Rail. With those two ruled out, I could be happy with enough money to exist as a free-lance cameraman, write publishable books on railroad photography, and take movies of rail operation all over the world."

Instead, he works for an airline, like *Interesting Railfan* 133. But while Mal Ferrell is a pilot for Western, Tom is a reservation agent for National and at one time was active in his union.

"My present job offers no real scope for imagination," he laments, "other than dealing with people, which at times can be difficult. But I keep it largely because of the good pay, seniority, and a greatly reduced rate for flying around the country, thus letting me take railfan trips I'd otherwise miss."

Last July he flew to Atlanta, Ga., to ride the annual *Georgia Peach Special* to Macon with other railfans, including Bob Whitaker. The train was pulled by Southern steamer No. 750.

Says Bob: "We met him at the airport, my father, my 16-year-old sister Cathy, and myself. We went out to the North coach yards, where Tom and I prepared to board the train before it left for Brookwood's Peachtree station. Prior to meeting Tom, my sister had asked if he was a 'crazy train freak' like myself. At the coach yard, Tom offered to take Cathy and my Dad into the engine cab, and they both accepted. Tom knows his way around cabs, having been a hogger for engine 153 on the old division of the Gold Coast Railway at Richmond, Florida. The girl seemed awed and impressed. Afterward she confided to me: "He sure isn't a freak. He's a really nice guy.' "

Leaving Macon on the return trip, Bob ran out of film for his size 120 camera. Tom loaned Bob one of his own 35mm SLR cameras with a foot-long telephoto lens. Northbound out of Macon on the Central of Georgia, the latter used it to shoot the 750 as she rounded a curved trestle. Tom liked the picture so much that he mailed it and another of his friend's photos, with due credit of course, to David P. Morgan, editor of *Trains*. Dave's acceptance of both shots surprised and delighted Bob Whitaker.

Born September 24, 1932, in Asheville, N.C., Tom is the third son of lawyer John C. Cheesborough, Sr. His first paid job was selling soft drinks on the golf course of Biltmore Forest Country Club near his home. While doing this, he watched and listened to Southern trains go up and down Buena Vista hill with smoke plumes trailing and whistles screaming. Other attractions in that vicinity were, and are, the Southern's busy Biltmore yards, its BI tower (switch and interlocking control), and its Biltmore (now Asheville) passenger station. These, plus the influence of railroading pals contributed much to his "downfall," as the cynics would say, meaning of course his present hobby.

Tom is a high school grad with some college credits, but he didn't finish college and says he probably never will. He could be right. The latest Harris poll shows that public confidence in "higher education" has dropped sharply from 61 to 44 percent in the past seven years. More and more people are coming around to the viewpoint of Col. Robert G. Ingersoll that "college is a place

The Scranton Flyer, **with ex-NKP 759, tries three times in desperate bid to assault Devil's Hole Curve on Sunday excursion, July 22, '73, from Hoboken to Scranton, sponsored by the High Iron Co. Pranksters greasing rails is believed to be reason why Erie Lackawanna was called on for locomotive assistance.**

Photograph by Thomas P. Cheesborough

where pebbles are polished and diamonds are dimmed." Besides, how could a college degree help a fellow in railroad photography or aviation?

Tom's brother John recalls that in his grade-school days our *Interesting Railfan* would go down to the local depot and roundhouse and chat with off-duty engineers, firemen, brakemen, and switchmen. Some of them would give him short rides on locomotives and cabooses and cover up for him if a trainmaster or yardmaster were lurking nearby.

"One morning in his ninth year," John writes, "Tom slipped out of our Episcopalian Sunday school, walked about two blocks to the Biltmore station, climbed into a stationary freight car, and fell off, breaking his arm."

That was one of the reasons why, later on, his parents checkmated the lad's desire to go firing. Although forbidden for years to visit railroad property unattended, Tom often sneaked off after school and on Saturdays to mingle with the Biltmore yard crew. They taught him how to help in switching, hand-braking, etc.

"During my teen years," Tom says, "*Railroad Magazine* was my Bible. I wish I could have saved all those back issues which I believe my mother threw out when I wasn't looking."

John continues: "Besides collecting ordinary pets like cats and dogs, my brother captured a dozen or more non-poisonous snakes in nearby woods over a period of summers and kept them in a wooden box in our back yard. The family barely tolerated this quirk. One day he burst excitedly into the house, saying: 'Mother, come quickly and look! My three-foot garter snake has hatched thirteen babies!' Well, that was just too much for her to take. The collection of reptiles was finally dispersed."

I can understand how Tom must have felt. When I was a small boy I used to carry a small pet garter snake in my suit-coat pocket and was distressed when it escaped and got lost in city traffic. Tom also had pet turtles and lizards. He raised collie dogs and cats. Also chickens, and did rather well by selling fresh eggs at World War II prices.

He states: "I am still very fond of animals as well as Nature, the outdoors, and solitude. I like to go where I can relax and hear only the gentle sounds of birds, katydids or crickets, and night tree-frogs, with a lazy wind ruffling white pine trees."

Thoreau must have had minority people like Tom Cheesborough in mind when he wrote: "If a man does not keep pace with his companions, perhaps it is because he hears a different drummer."

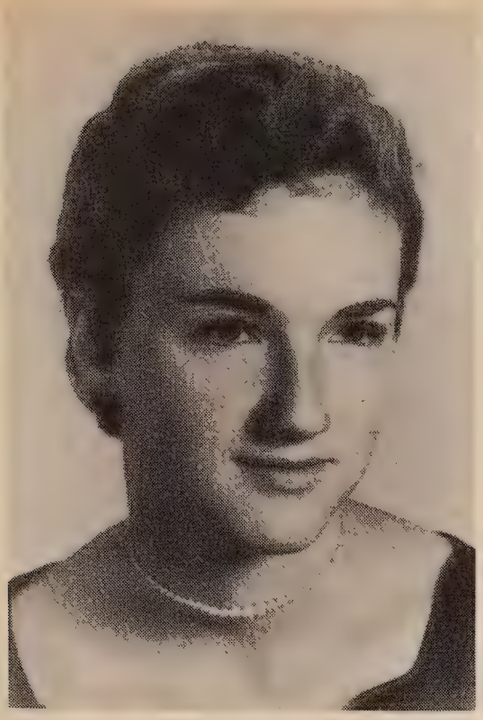
Tom's major interest in aviation dates back to age fifteen when he took his first flying lessons. A year later he got a solo pilot's license for small planes. In 1954-'55 he served at Beale Air Force Base in Marysville, Calif., as a photographer in the U.S. Army Engineers but attached to the Air Force. While attending night classes nearby at Yuba State College, taking mechanical drawing and machine-shop courses, he won two awards in the annual arts and crafts show at the base, one for an ingeniously-designed aluminum nutcracker and the other for a miniature replica of a Boeing B-17. After returning home and chalking up a couple of hundred hours in the air, he earned his private and limited commercial flying license.

Although Tom's main hobby is still railroad photography, he'd like to take his small plane aloft now and then, "just to keep in practice"; but that diversion costs too much money, especially now during the fuel shortage. He compares running a steam locomotive to flying a single-engine plane as "about the same; both require good coordination."

From 1962 to '67 he was an active member of the one-time Miami Railroad Historical Society, Inc., which operated the old division of the Gold Coast Railroad and rail museum on the University of Miami's south campus, with acres of palm and palmetto land located at Rockdale, Florida. Tom was qualified there to work as fireman, engineer, brakeman, and conductor and often handled the throttle of its steam engine, No. 153 (ex-Florida East Coast and U.S. Sugar Corp.).

"During those years," he recalls wistfully, "the MRHS members ran the line for their own enjoyment and for the public, and we all had a fine time on Sunday afternoons. But it

Remember the old song, "Way down upon the Suwannee River"? Well, here is that river, in Georgia; and the train is pulled by the Southern's 4501 on a fantrip sponsored by the Jacksonville, Fla., chapter of the NRHS.
Photograph by Thomas P. Cheesborough



This portrait of his wife, Henrietta, was inscribed, "My love always to my Tommy"; but the brief marriage ended in divorce; and Tommy got interested in girl friends, including Carol, with whom he is pictured at the right.

was too good to last. In 1967 a new management took the railroad away from the members—we had no word in the final say-so—and transferred it to Fort Lauderdale, thus depriving us of the privilege of working on a real, life-size, steam carrier. That ended the week-end fun careers of some really dedicated volunteers. But I shall always cherish the memory of those five years of operation. Since moving to my present home I have been affiliated with the Miami-based chapter of NRHS, besides being an associate member of the Society's Atlanta chapter."

Tom's most recent cab ride was in the Southern's 722 from New Orleans to Slidell, La., and back. The carrier had hired him to take outdoor shots of the 1973 NRHS convention for the company's *Ties* magazine, and even let him fire her part of the way.

"Next to my yen for railroading itself," railfan 135 tells us, "is rail photography. I may never achieve preeminence in this field, but I keep trying. My first significant picture, taken with a 620 Kodak flash-Brownie, showed Southern train No. 10, the *Carolina Special*, at Biltmore station. I shoot five times as many pix as I would ever need of any subject in hopes of getting a really good one. A problem encountered while working fast with a telephoto lens and hand-holding the camera is that you generally end up with a blurry movement on some of your work, due to the speed in snapping off a succession of photos. This can be disheartening, as sometimes your best shots go into the trash basket."

During the past two years Tom was scheduled to go on at least sixteen fantrips, but actually showed up for fourteen. Two were annual NRHS excursions, each subdivided into several train rides. So, all in all, he made about twenty such trips, some dieselized, in 1972 and '73. How many rail buffs can match that record?

He is a born hobbyist. Even as a kid he collected stamps, coins, matchbook covers, magazines, and so on.

"I've belonged to just about everything from Nature clubs to cycle groups," he admits. "I was taught how to hunt, fish, go camping, and survive in the wilderness. I also enjoy sailing a boat in Biscayne Bay off Dinner Key, especially on a mild night with a full moon and a pretty girl."

At age 23, he married a high-school sweetheart, Henrietta Wolfschlag, a blue-eyed darling with a pretty face; but the union did not develop emotional security for either of them, and a year later it broke up.

"Had we waited till we were a bit more mature," Tom muses, "we might still be together and happy."

Today, he is a bachelor, but not without occasional girlfriends. In fact, next to trains, his favorite camera subjects are attractive young females. Tom is one of thousands of readers who support our rail-girl photo policy, except that he'd rather see pictures less obviously posed—and so would we.

"I also own a ten-speed Raleigh

racing bike, which I use more for exercise than anything else," he says. "After moving to Florida I tried scuba-diving, but soon gave it up. Too risky. Just recently I started monaural taping of fantrips, using an inexpersive setup for cassette tapes, and have a fair collection of sound from some of my trips."

"We know you subscribe to *Railroad*," we ask, "but which other magazines do you read?" Says he:

"Rail Classics, Ties, The Lensman, Extra 2200 South, The Southern Railfan, High Green (Chesapeake Division of The Railroad Enthusiasts), and two Kalmbach journals, *Trains* and *Airlines International*."

"What do you look for in taking pictures?"

Tom thinks a few seconds. "A photo, whether railroad or not, should be balanced. The subject must show detail and be authentic. Your viewing eye should pass from either left to right *or* from right to left, *and* into and out of the picture. I learned this technique from being a camera man in the Armed Services. Out of some 2000 railroad photos I have made and retain, both color and black and white, not more than 40 or 50 could be termed professionally good."

Another favorite pastime of Tom's is listening to his stereo railroad records, of which he has at least twenty volumes.

"But," he says, "photos of trains or engines in action appeal to me most. I like to include human beings in railroad shots, but not to pose them. One of my projects for this year is to seek out more railfanettes who will agree to have their pictures made in rail-oriented settings. But not many good-looking girls are willing to trek around with you through railroad yards for picture-taking."

Some paintings and photos, including a few of his own, adorn the walls of his apartment in Coconut Grove, which is part of Miami.

"As for railroadiana, I've seen fellows deliberately steal railroad property such as builders' plates and lanterns from cars, switch-stands, etc., usually just to sell or trade. The few bits of railroadiana that I own were acquired honestly. Right now I am looking for two nice bullseye lanterns, an unusual railroad watch, and perhaps railroad watch fobs. My specialized interest at the moment is trying to interest some railroads in preserving certain old equipment such as, for example, a BL-2 (EMD) or an RS-3 (Alco) switching loco for future generations to see. And I *hope* Ross Rowland's proposal to run the *Freedom Train* for the U.S. Bi-Centennial materializes. I'd like to be involved if and when such a train runs."

Tom is a registered Democrat, but very conservative. He takes physical exercise sporadically, gulps down vitamins when needed, now and then consults a chiropractic doctor, and puffs a cigarette "about once in a blue moon." He likens our present Federal Government operation to a steam engineer on the wrong track, with his throttle wide open, his headlight slicing the night, and his fireman shoveling on the coal, but, unlike Casey Jones in the early part of the song, *without* "orders in his hand."

Tom's biggest temptation is very much like yours and mine. "Take things easy, realizing that what isn't done today will probably be done tomorrow." In other words, he is normally lazy and must push himself to get things done. When troubles seem to gang up on him, Tom Cheesborough, instead of feeling depressed like the guy in Edgar Allan Poe's "Raven," finds relief by going out of the house, taking a walk, plunging into work, or doing something else until the blue mood passes.

"At times I pray," he adds. "There must be an Almighty who knows a helluva lot more about things than I ever will." ●

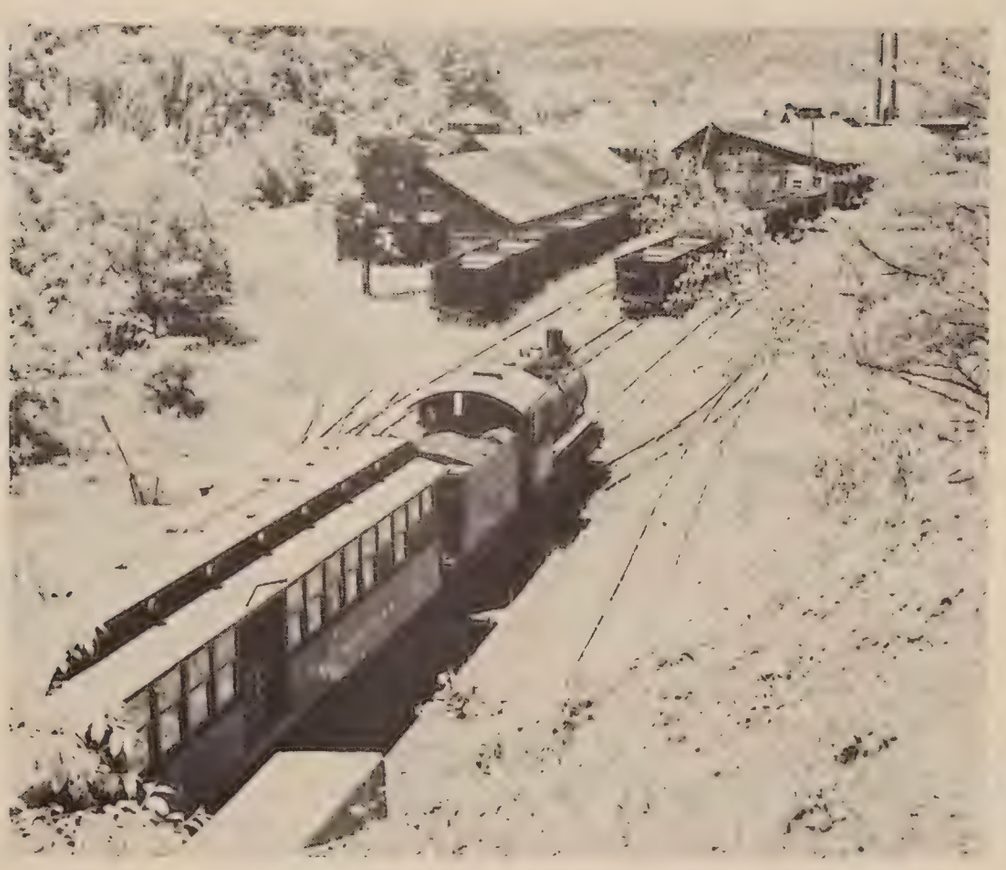
Photographed by Thomas P. Cheesborough

Those venerable Alco PA's, without a doubt are some of the most beautiful passenger diesels with true character aided by their Leslie 5-chime/tone air-horns, of any of their class. This particular photo run-by was the second and also unscheduled on the Delaware & Hudson's *Leaf Peekers Special* from North Creek to Albany, N.Y., Oct. 7 1973.

THE EAST BROAD TOP RAILROAD

Our Front Cover Picture Story

Five photos by Joe Mannix and J.J. Kelly



Four pictures tell part of the locale and operating story of the famous East Broad Top Railroad in Orbisonia, Pa. Night photo of locos on house track contrasts with daytime summer running along mainline, and yard scene. The picnic grove is a passenger must.

SPUR TO NOWHERE

by R. B. Moran

IT WAS in the early days of the Depression and times were tough. No business, no work, no money. Railroads moved trains half-heartedly. Skeleton terminal forces moved slowly, waiting for maximum inbound traffic so as to make heavier outbound movements with over tonnage. Inactive smokestacks hemmed switch yards which were unnaturally silent.

But in the heart of Stockton railroad yards a nameless horde filtered through the hundreds of faded, very empty boxcars. They were swarming the side-door Pullmans for a berth and a free ride. Escape from the local police, who were interested only in keeping the drifting derelicts outward bound, out of town, out of their sight—shunting them onto the next stop and another police force.

Teen-agers, college graduates, old men bearded and weary; in search of work. . . . A train in motion with a hundred wanderers riding the tops was a common sight. Some were headed for oblivion; all apparently to nowhere.

Rock Riley and myself, Mickey Finn, reposed on a flatcar watching frayed humanity crawl around the long string of boxcars like harried ants seeking a nice hole to crawl into. Riley and myself had not worked much since the crash of Wall Street thundered 'round the world. We were freelance. Our seniority in the Bull Ring was not enough; we were cut off and floating in search of an office, and we were delinquent in the matter of a ducat.

An old conductor turned us down for a ride in his oxcart when he found we had nothing new to show. So we were headed out of the community and east with this swarm of human flies, all anxious over our next problem, a meal. Rock counted fifty distinct and different individuals who were to be our fellow travelers. I knew he was in the same fix as myself—weary and hungry, but not discouraged. Not a man or boy in the mob who wasn't in worse shape than us, especially the beardless kids with no head coverings to keep the cinders out of their hair. Cinders in the hair is torture.

A big hog tied languidly onto the head end of the mile of empties, and air breathed through the train line. A brakie worked his way back, letting brakes off, to meet his buddy coming up from the rear end. A carman gave the setup sign, and a short time later came the release. Air pistons slowly disappeared in their drums

Then with two long blasts of the whistle, the caravan started rolling. No drifting humans were in sight; all were hidden in their moving holes. Rock and myself selected an empty Santa Fe boxcar that looked fairly clean and boarded it, putting our blanket of newspapers on the floor to protect our wardrobes and our rear ends. But it was not our luck to have a compartment to ourselves. The moment we settled down the empty doorway was darkened by the flood of humanity—the whole fifty, you might say.

The group had sized us up right after watching us. They figured we'd know the best place to ride, so they just waited and followed our lead. Rock gave me a wry smile and a gesture to hold our present positions.

Slowly the tailenders clambored aboard and eased the two side doors shut. Darkness enveloped the entrance and a half hundred stripped cogs of the wheel of life sighed in relief and flattened their pent-up hopes and expectations on the rough and vibrating floor.

The train cleared the yard-end switches, speeded up, and settled down to a steady pace. Our empty car rattled and clattered as only an unloaded car can. Soon the music of the rails lulled this mass into a restless sleep. The cacophony of assorted breathing and snores finally synchronized and I prepared to join the slumber party. Rock was already in dreamland. Sleep and natural causes were soon to trap this boxcar full of rainbow chasers. . . .

I AWOKE with a start. The vibration of our ride had ceased. A din of anvil chorus of tumbling tumbleweeds drowned out all other noises momentarily. Then an old familiar sound and smell came to me—the heavy and long exhausts of a hog starting a tonnage train on a grade.

My nostrils picked up the odor of a hotbox; then I realized there was a rattle of moving cars at one side of our berth. I nudged Rock to life and informed him that if I knew anything about sound and smell, we were set out and left behind with a hotbox under us! I scrambled in the dark over arms, legs, heads, buttocks mounds, and grunts and curses, and opened the trackside door.

Peering into the heavy darkness, I saw nothing at first. But the other direction satisfied my curiosity and proved my point—two red bullseyes were diminishing, the tail lights of a caboose. Yeah, we'd been set out in this great Western state of open spaces, but where —town, city, siding, or nowhere?

Well, Rock was not worrying; his heavy breathing indicated he was yet to learn of his new location. I opened the door wide to relieve the stuffiness and to let the body smells of fifty outcasts escape to the four winds. There was nothing to do till morning. I curled up again and dozed till daylight.

WHEN I woke up later I crawled out of the maze of rumpled clothing. Leaving the marooned car, I took a gander at the surroundings. We were set out on a spur track about two car lengths in extent. It had been longer, probably twenty-five car-lengths and had at one time served a stock pen which now lay in slow decay from disuse. At one end, the rails had been removed about a hundred feet from the mainline switch and the skeleton ties were naked of steel.

That spur was a setout point for a rare hotbox or bad-order box—no more than two. The country was barren and rugged—mountains stretched as far as your eye could see. A great lonesomeness possessed me. I climbed the right-of-way fence and meandered toward a stand of brush where I'd seen water.

I peeled off and began to remove some of the contamination and grime of travel. Rock followed me, sleepy-eyed, to the creek and with his face in two hands of alkali water, he blurted out: "What the hell happened and where in the prophet's name are we—when do we eat?"

I wasn't happy myself, so I gave him a curt but factual reply: "That's the burning question, but just to make you feel real good and if it is any news to you, you're set out on this long road of life in the middle of nowhere. If you eat sagebrush or cactus, you're okay."

Rock snickered and gave me a wise, sly smile as we started back to our home on the desert spur.

Our fellow travelers had smelled water, too, and here they came in a stampede. Tin cans appeared from some of the pockets. Smallsacks of coffee and sandwiches could be seen in the hands of the foresighted. The more en-

ergetic and seasoned knights gathered firewood from the old abandoned stock pen and the pile of railroad ties.

But the meager supply of food just couldn't make the rounds. Maybe this would be the first breakfast some of the younger ones would miss, but they weren't hungry enough yet. The kids were satisfied to stand and stare at the majestic mountain that hemmed them in. Their heads were in the clouds—not below, where the desolate cactus, sand, and sagebrush didn't look so rosy. I knew hunger would soon change their outlook. Rocky and I left the bunch and mosied back to AT&SF 31392. I'll never forget those initials and that cross painted on the side of the car.

Rock says: "So we're set out—that's a hot one. It's funny I don't smell any burnt dope or packing."

I sniffed the air and decided I didn't either. Unable to resist showing off, Rock made a minute inspection of each journal and its contents. Then with a knowing wink he delivered a brief but enlightening speech: "Shorty, if it's any news to you, we haven't been set out, we've been ditched!

"Yeah, that's right," he added. "The train crew just didn't want the contents of this Pullman with them, so they just made a drop of the whole herd."

I tried to see it that way, but a yell from the jungle camp informed us there was a can of weak but hot coffee waiting. As we drank it, Rock and me touched cans as if to offer a toast, but our eyes met and held fast. We were thinking the same thing. "How in hell are we gonna get out of this one, and how hungry?"

Well, we got plenty hungry. The token pocket-food that the bunch had disappeared like magic the first meal time. Then came three gaunt days—no food, no nourishment. Lots of water, though. Some of the more desperate tracked down some ground vermin that I wouldn't call animals—they looked more like snakes. Rock and myself couldn't go them. Then the snakes disappeared and the only life in this forgotten land was fifty moaning, grumbling, irritable and hungry humans.

Trains whistled and raced by regularly, but none stopped to pick up the derelict car or repair the hotbox.

THREE full days went by; the morning of the fourth was bad. Hunger makes beasts of men. They fight each other and their own pards—especially smooth-faced boys. It was just one continual, growling argument. The oldsters, who had missed many meals in the past, were the life-line of the gang. They were here, there, and everywhere to soothe ragged and jumpy nerves. Fights were broken up promptly, but friendships, if any, were doomed forever.

When things were at their worst, Rock was sitting on the crest of a hill, staring at nothing. Suddenly he shook himself and pointed a finger: "Look fellows, we got company."

I stood there aghast as the army swarmed toward the newcomer—a cow! A victim of circumstances, like ourselves. The animal was gaunt and glass-eyed from hunger. She was aged and her hip bones would have made a good hatrack if you had a hat. She was on her way out before she could moo.

The boys patted her gently. They treated her like a queen, but their eyes disclosed that hunger and greed had set in. An oldster with experienced bearing took command of the situation, raising his scrawny hands to hold back the crowd.

His watery bluish gray eyes lit up as he squeaked out: "Careful boys, let's not mess this up. Let's do it right, hey boys. I'll show yuh how."

Fascinated in spite of myself, I watched the slaughter, as Pop directed the killing of the victim.

It was very simple. A group of men held her while a team of five others picked up an old railroad tie and used it as a battering ram to pole-axe poor old Bossy. She passed out quietly, never knowing what happened when the blow in the head struck her. Willing hands carried the carcass to the creek.

Pop directed the butchering, too. He knew his business and he had smart help. The gang cut that cow up so expertly, her parts could have been hung up in a butcher shop without shame. A giant fire was soon roaring; and after an ungodly long wait the feast started, and happy, greasy faces looked more nearly human. I ate some but hardly noticed it lacked seasoning. Rock, too, filled his stomach.

The precious meal disappeared rapidly among the fifty starved mouths, although the cuts were as tough and stringy as a blacksmith's apron. Then we had beef broth, and more beef broth. Nothing remained of the stolen feast but hide, bones, and horns. We all slept with full stomachs that night.

Morning came and a newcomer. He rode over the hill, a tall, gangling, gray oldster with handle-bar mustaches and a kindly, wrinkled face. A guilty feeling seized me as I noted the calfskin vest with a silver star attached. The sheriff in person, perhaps in search of a pet cow.

His horse ambled up to the nondescript army, fifty in a row, and halted. He just sat and looked us over, one at a time. Then his eyes wavered and came to rest on the pile of hide, bones, and horns, and he sort of quivered in his saddle. I thought I saw a glint in his eyes but it could have been the polished star reflecting the sun.

He rode to the end of the line of men and started questioning. He asked every man the same question and received the same answer: "Did you kill her or do you know who did?"

"No," was the answer all the way. Rock was the farthest man and I was next to him, but when the oldster eyed me and asked me the question, Rock butted in: "We all killed the cow, sheriff, and we all ate her. It was three days between meals."

The law officer cast a friendly eye on Rock and the soft voice said: "Son, you're smart. That's the right answer. I could take *one* of you in, but I can't take all of you to jail. You'd break the county trying to feed you. But I guess you was all mighty hungry. You're forgiven, but I'll miss Old Faithful—she was my pet."

He passed his gnarled fist before his faded eyes, pulled his hat a little lower on his head, and gave Rock a nod to follow him as he rode a short distance away from the relieved "rustlers." Then he reached down and shook Riley's hand. I could tell Rock was giving him the entire lowdown on our plight and how we'd got into such a predicament.

After a while, Rock came back to tell us that Sheriff Galt had a personal friend, one Hap Chrisman, who was conductor on the eastbound local. He was going to stick around and stop the train and try to make a deal with the way-freight conductor to move our side-door Pullman to a healthier climate. A spontaneous cheer went up from the crowd.

AROUND noon, we heard the familiar whistle, and soon a puffing ten-wheeler of ancient Santa Fe vintage, with a handful of cars, came into sight heading east. The sheriff just rode his horse out into the center of the mainline and sat there like a statue.

When the train stopped, he waved a greeting at the hogger and tallowpot, then rode back toward the caboose,

where I could see a ruddy-faced, stocky, individual making for the head end—the conductor.

Well, for a time, the sheriff and the skipper yelled and threatened each other with their fists. Then they got down to serious business. At length they surrounded our group and motioned to Rock and myself.

The conductor came right to the point. "Are you two rails?"

Rock smiles, "Yeah, all two of us."

"Did you ever pack a hotbox?"

"Sure have," said Rock.

Nodding his head toward the crummy, the conductor said: "Get the dope bucket and packing iron and if you do a good job packing, I'll give you a ride."

With an owlish expression, Rock told the surprised conductor that there was no hotbox, and went on to tell him why: the crew that set the empty out either got rid of the wrong car or did it deliberately to get rid of their cargo of human misery.

Hap Chrisman, the conductor, eyed Rock for a space of time. Then he hurried over to the car and examined all eight journals carefully. Finally he looked up.

"You're right, brother; there's no hotbox here." He gave the sheriff a nod, and looking at the wild bunch, asked, "Going my way?"

That was the cue—in three minutes our fellow travelers were out of sight in the Pullman. Rock and myself started to get into the boxcar as we saw the skipper give the head man a signal to cut the engine off and pick up the empty load on the spur; but the conductor called us to him and said: "Bonafide rails ride my caboose. Get on it!"

We did, waving a friendly good-bye to the sheriff. Then we got under way.

Chrisman called us to his desk. Looking at us seriously he said: "Boys, you know something—you're not the victime of hard luck—you're lucky! Your guardian angel was with you the night you were set out on 'The spur to nowhere.' You could have been in a wreck twenty miles further down at Wild Horse Canyon."

Rock gave that story some serious thought and he then asked the skipper what was the name of the spur back there. Cap says: "The spur to nowhere —that's it!"

MICHIGAN SHORT LINES

Locomotive Roster Compiled by Sy Reich

Ann Arbor Railroad

R.R Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
D-3	1	386	Whitcomb	44 ton	B-B	25,700	85,600	1941	1
D-6	2	660	Alco-GE	S1	B-B	49,440	198,000	1944	34
D-6	3	660	Alco-GE	S1	B-B	49,440	198,000	1944	34
D-6	4-7	660	Alco-GE	S3	B-B	49,440	197,750	1950	34
D-6	10	660	Alco-GE	S3	B-B	49,050	196,210	1952	33
D-10	20-21	1000	Alco-GE	RS-1	B-B	60,000	240,230	1950	
D-32	50-53,50A-52A	1600	Alco-GE	FA-2	B-B	71,460	243,270	1950	2
D-32	54-56,53A-56A	1600	Alco-GE	FA-2	B-B	71,460	243,270	1950	2
D-35	385-394	2500	GM-EMD	GP35	B-B	64,300	257,500	1964	2,35

Boyne City Railroad

——	70	400	GE	44-ton	B-B	22,000	88,000	1950	

Cadillac and Lake City Railway

——	2	——	Baldwin	——	2-8-2	21,000	141,000	1912	3
——	11	——	Alco-Cooke	——	0-4-0T	10,000	64,000	1924	4
——	18	——	Baldwin	——	2-6-2	?	110,000	1920	5
——	25	750	LH	Yd. Sw.	B-B	27,000	216,000	1951	36
——	71	400	BW	——	B-B	34,000	156,000	1930	32

Copper Range Railroad (final roster)

——	100-101	1000	BW	DS 4-4-1000	B-B	72,000	240,000	1947	
——	200	1200	BLHW	S-12	B-B	72,000	240,000	1951	37

Delray Connecting Railroad

——	64	1000	Alco-GE	S2	B-B	57,900	230,000	1945	21
——	66,68,70,72	660	Alco-GE	S1	B-B	59,400	198,000	1945	

Detroit & Mackinac Railway

——	646	660	Alco-GE	S1	B-B	59,700	198,000	1946	38
——	466-467	1500	Alco-GE	RS-2	B-B	73,200	240,000	1946	25
——	468-469,4610	1500	Alco-GE	RS-2	B-B	68,800	240,000	1946	25
——	481	1500	Alco-GE	RS-2	B-B	69,150	240,000	1948	25

Detroit & Toledo Shore Line Railroad

——	41-42	1500	GM-EMD	GP7	B-B	62,000	248,000	1951	
——	43-44	1500	GM-EMD	GP7	B-B	62,000	248,000	1951	
——	45-49	1500	GM-EMD	GP7	B-B	62,000	248,000	1952	
——	50	1500	GM-EMD	GP7	B-B	62,000	248,000	1953	
——	116-118	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	
——	119	1200	GM-EMD	SW9	B-B	62,000	248,000	1951	
——	120-121	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	

Detroit Terminal Railroad

——	101-102	1000	Baldwin	VO 1000	B-B	60,000	240,000	1945	26
——	103	1000	BW	DS 4-4-1000	B-B	60,000	240,000	1947	
——	104-112	1000	GM-EMD	NW2	B-B	60,000	240,000	1947	
——	114-115	1000	GM-EMD	NW2	B-B	60,000	240,000	1949	
——	116	1200	GM-EMD	SW7	B-B	60,000	240,000	1951	

Grand Trunk Western Railroad

LS-5a	73	500	Brill	——	B-B	40,000	140,000	1929	6
GS-6a	78-79	600	GM-EMC	SW	B-B	50,325	201,300	1938	7
GR-12c	1500-1503	1200	GM-EMD	SW1200	B-B	40,000	248,380	1955	8,40
GR-12j	1509-1510	1200	GM-EMD	SW1200	B-B	40,000	246,520	1957	9,40
GR-12za	1511-1519	1200	GM-EMD	SW1200	B-B	40,000	247,740	1960	10,40
MR-10e	1950-1951	1000	Alco Pr.	RS-1	B-B	34,000	246,770	1957	40,41
GR-17x	4134-4138	1750	GM-EMD	GP9	B-B	36,000	246,470	1958	40
GR-17x	4139	1750	GM-EMD	GP9	B-B	36,000	246,470	1957	40,11
GR-17b	4427-4441	1750	GM-EMD	GP9	B-B	44,000	246,000	1954	12,40
GR-17j	4539-4546	1750	GM-EMD	GP9	B-B	36,000	245,590	1957	11,40
GR-17j	4552-4557	1750	GM-EMD	GP9	B-B	36,000	245,590	1957	40,13
GR-18a	4700-4707	1800	GM-EMD	GP18	B-B	44,000	246,240	1960	40,42
GRG-17c	4900-4901	1750	GM-EMD	GP9	B-B	36,000	254,000	1954	14,40
GRG-17k	4907-4922	1750	GM-EMD	GP9	B-B	36,000	251,570	1957	40,43
GRG-17w	4930-4933	1750	GM-EMD	GP9	B-B	36,000	252,320	1958	40
GRG-18b	4950-4952	1800	GM-EMD	GP18	B-B	36,000	253,270	1960	15,40
GR-20a	5800-5811	2000	GM-EMD	GP38	B-B	?	252,260	1971	
GF-30f	5900-5911	3000	GM-EMD	SD40	C-C	70,000	367,000	1969	
GF-30g	5912-5920	3000	GM-EMD	SD40	C-C	70,000	365,500	1970	
GF-30j	5921-5929	3000	GM-EMD	SD40	C-C	70,000	367,000	1970	
GS-12b	7010-7014	1200	GM-EMD	SW9	B-B	36,000	246,900	1952	40
GS-12c	7015-7016	1200	GM-EMD	SW9	B-B	36,000	246,610	1953	40
GS-12d	7017-7019	1200	GM-EMD	SW1200	B-B	36,000	246,540	1955	40
GS-9b	7225-7232	900	GM-EMD	SW900	B-B	36,000	230,890	1956	16,40
GS-9e	7262-7268	900	GM-EMD	SW900	B-B	36,000	231,750	1958	40
GS-10a	7900-7914	1000	GM-EMD	NW2	B-B	31,000	246,700	1941-2	17
GS-10a	7966-7973	1000	GM-EMD	NW2	B-B	31,000	246,700	1947-8	40
GS-10a	7974	1000	GM-EMD	NW2	B-B	61,880	243,990	1948	31,40
MS-10d	8026	1000	Alco-GE	S4	B-B	68,910	229,700	1953	18,40
MS-10d	8027	1000	Alco-GE	S4	B-B	34,000	229,700	1953	40,44
MS-10f	8034-8035	1000	Alco	S4	B-B	34,000	233,900	1955	40
MS-10j	8082	1000	Alco	S4	B-B	69,720	232,390	1955	40
MS-10k	8083-8090	1000	Alco	S4	B-B	69,720	232,390	1955	40
MS-10a	8091-8095	1000	Alco-GE	S2	B-B	69,000	230,000	1942	19
MS-10a	8096-8105	1000	Alco-GE	S2	B-B	69,000	230,000	1944	20
MS-10a	8106-8110	1000	Alco-GE	S2	B-B	69,000	230,000	1946	20,40
MS-10a	8111	1000	Alco-GE	S2	B-B	69,000	230,000	1946	20
MS-10a	8119-8121	1000	Alco-GE	S2	B-B	34,000	230,000	1947	40,45
MS-10b	8162	1000	Alco-GE	S4	B-B	34,000	234,000	1951	40,46
MS-10m	8196-8204	1000	Alco Pr.	S4	B-B	57,760	231,050	1956	40
MS-10m	8205	1000	Alco Pr.	S4	B-B	57,760	231,050	1956	40
GFA-15a	9006-9027	1500	GM-EMD	F3A	B-B	44,000	228,700	1948	40,47

Escanaba & Lake Superior Railroad

——	100	1000	Baldwin	VO 1000	B-B	72,000	240,000	1946	
——	101	660	BW	DS 4-4-660	B-B	60,000	200,000	1947	
——	102	800	BLHW	S-8	B-B	49,000	196,000	1952	

The Fort Street Union Depot (final roster)

——	1-2	1000	GM-EMD	NW5	B-B	?	?	1947	39

Lake Superior & Ishpeming Railroad

——	1001-1003	1000	Alco-GE	RS-1	B-B	?	?	1951	27
——	1501-1503	1500	Alco-GE	RS-2	B-B	57,500	228,200	1949	48
——	1604-1605	1600	Alco-GE	RS-3	B-B	61,575	247,000	1950	49
——	1606-1607	1600	Alco-GE	RS-3	B-B	61,575	247,000	1953	28,49
——	1608	1600	Alco	RS-3	B-B	61,575	247,000	1954	
——	1609-1610	1600	Alco	RS-3	B-B	61,575	247,000	1955	50
——	1611	1600	Alco-GE	RS-3	B-B	61,575	247,000	1950	29
——	1801	1800	Alco Pr.	RSD-12	C-C	85,750	348,000	1956	
——	1802	1800	Alco Pr.	RSD-12	C-C	85,750	348,000	1957	
——	1803	1800	Alco Pr.	RSD-12	C-C	85,750	348,000	1959	
——	1804	1800	Alco Pr.	RSD-12	C-C	85,750	348,000	1963	
——	2300-2301	2250	GE	U23C	C-C	90,500	360,000	1968	
——	2302	2250	GE	U23C	C-C	90,500	360,000	1969	
——	2303-2304	2250	GE	U23C	C-C	90,500	360,000	1970	
——	2500-2501	2500	GE	U23C	C-C	90,000	360,000	1964	28

Ludington & Northern Railway

——	16	800	GM-EMD	SW8	B-B	?	?	1952	

Manistique & Lake Superior Railroad (final roster)

D-6	1	660	Alco-GE	S3	B-B	57,850	196,210	1952	33

Marquette & Huron Mountain Railroad

SC-4	18-23	——	Alco	——	2-8-0	42,000	315,060	1910	30
SC-3	29	——	Alco	——	2-8-0	48,000	394,000	1906	30
SC-1	32-35	——	Baldwin	——	2-8-0	60,484	392,000	1916	30

Port Huron & Detroit Railroad

——	51	660	Alco-GE	S1	B-B	?	?	1945	51
——	52	660	Alco-GE	S1	B-B	59,400	196,000	1945	
——	60	1000	Alco-GE	S2	B-B	69,000	230,000	1949	

Wyandotte Southern Railroad

——	D-100	660	BW	DS 4-4-660	B-B	58,000	187,000	1948	

Wyandotte Terminal Railroad

——	1	450	GE	65-ton	B-B	32,250	130,000	1941	52
——	101-103	660	Baldwin	VO 660	B-B	50,000	200,000	1945	
——	104	660	BW	DS 4-4-660	B-B	50,000	200,000	1949	

Ann Arbor (Whitcomb) 1, now Dundee Cement loco, at Owosso, Michigan.
Photographed by Sy Reich

Michigan Roster Notes

Roster is based on data from AA's chief mechanical officer; C&LC's trustee; DC's master mechanic; D&M's supt. mechanical maintenance; D&TSL's supt. MP&E; ICG's gen. supt. motive power; GTW's chief mechanical officer; LS&I's supt. of motive power; BCR's asst. to chief mechanical officer; George R. Silcott; SR&N's vice pres. and gen. Mgr.; M&HM's president; and WS' asst. supt. It is accurate as of the second quarter, 1973.

For the purpose of our rosters, a short line is defined as a common carrier listed in the Official Guide, the Pocket List of Railroad Officials, or both, with a route length less than 400 miles.

Locomotive builders: Alco-GE, American Locomotive Co.-General Electric Co.; GM-EMD, General Motors-Electro Motive Div.; GE, General Electric Co.; Alco-Cooke, American Locomotive Company's Cooke Works; LH, Lima-Hamilton Corp.; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; GM-EMC, General Motors-Electro Motive Corp.; Alco Pr., Alco Products; Alco, American Locomotive Co. Tractive effort and weight in pounds.

(1) AA1 was sold to Dundee Cement (10/65), renumbered 951901.

(2) AA 52A, 55A, 50A, 55 were sold to the Wabash (1963), renumbered 820-823, and leased to the New Jersey, Indiana & Illinois. They were traded to Alco Products (9/65) for new power. AA 50-54, 56, 51A, 53A-54A, 56A were traded to GM-EMD for 385-394 (1964). Wabash 601, 614, 620, 713 were sold to the AA and traded to GM-EMD for GP35's 385-394.

(3) C&LC 2 was originally Saginaw Timber Co. ?, then Polson Logging Co. ?, then Rayonier 2, then Grand Traverse Northern 2 (3/62). GTN leases this unit to the C&LC.

(4) C&LC 11 was originally Kelly Island Lime & Transport 13, then Mr. Carlton Johnson's 11. Johnson leased it to the C&LC. No longer on C&LC's roster.

(5) C&LC 18 was originally Florida & Alabama 18, then Mr. F. Steck's 18. Steck leased it to the C&LC. No longer on C&LC's roster.

(6) GTW 73 was previously GTW 7730, class Q2; then GTW 73. Rebuilt by the GTW in 1939; scrapped in 1960. Was originally Long Island Rail Road 402 (2nd).

(7) GTW 78-79 were originally GTW 7800-7801; then GTW 78-79 (1950). GTW 78 scrapped (1962). GTW 79 scrapped (1958).

(8) GTW 1500-1503 were originally GTW 1505-1508; then GTW 1200-1203 (1956); then GTW 1500-1503 (1957). GTW 1500, 1502 were leased to the Central Vermont, renumbered CV 1500, 1502; then returned to the GTW, renumbered GTW 1500, 1502.

(9) GTW 1509-1510 were originally GTW 1269-1270; then GTW 1509-1510 (1957). They are leased to and stencilled for the CV.

(10) GTW 1511 is leased to and stencilled CV.

(11) GTW 4139 was originally GTW 4541, then wrecked and rebuilt to GTW 4139 (1959).

(12) GTW 4427-4441 were originally GTW 1751-1765; then GTW 4427-4441 (1956).

(13) GTW 4552-4557 were originally CV 4552-4557; then leased to the GTW as GTW 4552-4557 (1964).

(14) GTW 4900-4901 were originally GTW 1766-1767; then GTW 4900-4901 (1956).

(15) GTW 4951 was scrapped (1963).

(16) GTW 7225-7226 were originally assigned to the Canadian National but stencilled GTW. Now assigned to the GTW.

(17) GTW 7900-7901 were sold to Precision National. GTW 7903 was scrapped (1946). GTW 7909, 7913, 7914 were sold to Precision National. GTW 7902, 7912 are leased to the CN.

(18) GTW 8026 was scrapped (4/59).

(19) GTW 8091-8095 were originally GTW 7914-7919; then GTW 8091-8095 (1956). GTW 8091-8092 were sold to Preceision National. GTW 8094 scrapped.

(20) GTW 8096-8111 were originally GTW 7920-7935; then GTW 8096-8111 (1956). GTW 8096, 8102 were sold to Precision National.

(21) DC 64 was sold to the Akron, Canton & Youngstown, renumbered 103; retired (10/12/66) and sold to the Norfolk & Western, which traded it to GM-EMD for new power.

(25) D&M 466-469, 4610, 481 were rebuilt by Alco to 1600 hp (1955-1958).

(26) DT 101-102 were sold to Industrial Service Co., renumbered 101, ?.

(27) LS&I 1001 was sold to George R. Silcott (12/67), then to L.B. Foster; then to the Sabine River & Northern, renumbered 1001; then renumbered SR&N 101 (7/73). LS&I 1002-1003 were sold to Calumet & Hecla, renumbered 205-206 (10, 12/67).

(28) LS&I 1607 sold to GE in trade for LS&I 2500 (1/65).

(29) LS&I 1611 was originally Chicago, Rock Island & Pacific 450; then GE 450, then LS&I 1611 (1966), then George R. Silcott 1611, then Rail-to-Water Transfer 102.

(30) M&HM 18-23, 29, 32-35 were originally LS&I 18-23, 29, 32-35; then M&HM 18-23, 29, 32-35. M&HM 32 was sold to U.S. Air Force. M&HM 33 was sold to a railroad near Columbus, Ohio. M&HM 34 was sold to the Illini Railroad Museum.

(31) GTW 7974 was purchased for CV but delivered to GTW.

(32) C&LC 71 was originally Armco Steel B-71, then Michigan Railway Historical Society 71. The Socety leases it to the C&LC.

(33) M&LS 1 was sold to the AA, renumbered 10 (12/68).

(34) AA 2-4 were sold to GM-EMD in trade for new power ((3/70). AA 5 was sold to George R. Silcott, then to Relco Equipment (7/69), then to General American Tank Car, renumbered 46707.

(35) AA 385, 388, 390-392, 394 have engines converted to 645-type.

(36) C&LC 25 was originally Cincinnati Union Terminal 25, then C&LC 25.

(37) CR 200 sold to White Pine Copper Company and renumbered 200.

(38) D&M 646 no longer on the roster.

(39) FSUD 1-2 were owned by Union Belt of Detroit. FSD 1 was sold to Olin Matheson, renumbered 4. FSUD 2 was sold to the Mississippi Export, renumbered 61; then sold to Railway Supply Co of Alabama and renumbered 61.

(40) CN owns these units, leases them to GTW.

(41) GTW 1950-1951 were originally class MRG-10e.

..(42) GTW 4705 was sold to Precision National, renumbered 4705; then sold to the Illinois Central Gulf, renumbered 8390.

(43) GTW 4911 was scrapped (11/68).

(44) GTW 8027 was originally CV 8027, then leased to and stencilled for the GTW as GTW 8027.

(45) GTW 8119-8121 were originally CN 7953-7955; then CN 8119-8121 (1956); then leased to and stencilled for GTW as GTW 8119-8121. GTW 8119 scrapped.

(46) GTW 8162 was originally CV 8015; then CV 8162 (4/1/57); then leased to and stencilled for GTW 8162.

(47) GTW 9006-9012, 9014-9018, 9020-9027 were sold to GM-EMD in trade for new power. GTW 9013 was sold to the CN. GTW 9019 scrapped.

(48) LS&I 1501-1503 were sold to George R. Silcott, then to the Peabody Coal Co.

(49) LS&I 1605-1606 were sold to British Columbia Ry., renumbered 559-560.

(50) LS&I 1610 was scrapped.

(51) PH&D 51 sold to Republic Steel (9/57).

(52) WT 1 was originally Michigan Alkali Chemical Co. 1, then WT 1, then Cargill 1.

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

This high-nose GP-18, former Grand Trunk, now GTW, shown at Detroit in 1971.
Photograph by Joe Brockmeyer

ONE problem of diesel locomotive operation is oil dripping onto tracks. Armco Steel Corp. of Middletown, Ohio, reports great interest in its new patented system of oil collector pans. These pans can easily be installed on either existing or newly-laid trackage to provide a runoff and collection system for liquid pollutants such as those you find in engine-service areas, wash racks, ready tracks, tank-car loading locations, etc. Not only do they help by catching waste oil to be scavenged and used as heating fuel, but they also help prevent water pollution. Heavy rains wash these pollutants into nearby streams, etc., thus making the railroad a water polluter subject to heavy fines.

The pans are laid to cover the area between the rails and outside the rails. Cross-drains carry liquid waste to a piping system and on to disposal (or reclamation) facilities. The old collector system consists of concrete troughs, which are expensive and hard to maintain, especially when locomotive weight is a factor. Armco Pans in their most simplified form cost $30 per foot of track. Burlington Northern, which installed a complete 300-foot Armco system with piping and separator at Whitefish, Mont., for $35,000, says a comparable concrete installation would have cost $150,000.

The new pans can be installed by regular railroad maintainance men or Armco crews in one or two days. They are removable, relocatable, repairable.

ENERGY-SAVING systems these days are of prime importance. EMD Division of General Motors plans to effect an average of 15 percent energy saving for this year as a whole and 20 percent in the winter months. Reducing office and factory temperatures to 68 degrees and shutting off certain processes and heating equipment during non-productive times will save low-sulphur coal and fuel oil by reducing the demands on EMD's steam plant.

Conservation of electricity means inactivating machinery when not busy, turning off surplus lighting, and lowering the use of compressed air on weekends and overnight. Heat-treating furnaces using natural gas also are turned down on weekends. Timers on pre-set door heaters automatically shut the heaters off sooner, thus saving gas. Finally, a 50 mph speed limit is mandatory for all company motor vehicles.

Penn Central Transportation Co. has set up a new conservation unit of its own to police energy and find ways to conserve it. In the East, electric locos are fully utilized so as to keep the operation of diesel power down to a minimum. Locos assigned to branch lines are being watched to ensure the utmost type efficiency (i.e., don't switch with SD-45's). Caboose stoves have been put on a standby basis between runs, saving an estimated 5.7 million gallons of heating oil. Care is observed when fueling locos and accepting fuel from tank trucks. Electric snow-melters on switches are used only when needed, instead of all winter. Finally, steps are being taken to lower gasoline consumption, and company car use is being cut back. Railroad buildings are kept at 68 degrees in winter when occupied, 60 when not.

Photograph by Don Dover

Bessemer & Lake Erie SD-18 at North Bessemer, Pa., shows winterization hatch on rear fan, EMD trucks and low-nose. 855 usually hauls ore out of Conneaut.

ANSWERING a reader's query about preserving diesel locos, specifically which ones are most desirable for that purpose, Bruce Chapman of 38 Gilchrist Ave., Ottawa, Ont., sends us this list of priority models of the Canadian Railroad Historical Assn., as printed in a recent issue of their *Canadian Rail*:

Canadian National 6711, 1100-hp electric, ex-Canadian Northern 1914.

Canadian National 6542, last A unit built by Canadian GM in Canada.

Napierville Jct. 4050, one of Canada's first RS-2's.

Canadian Pacific 7077, Montreal Locomotive's first diesel-electric.

Toronto, Hamilton & Buffalo GP-7 71, Canada's first GM diesel built in Canada.

CP RAIL 8903, H-24-66 Trainmaster.

CP RAIL 8000, Baldwin DRS-4-4-1000, one of Canada's only 13 Baldwins.

CP RAIL 4065, CFA 16-4 F-M C-Liner, ex-CLC demo 7006, one of the last 5 running.

Northern Alberta Rys. 301, their first EMD GMD-1, a Canada-only model.

Canadian National 3615, Canada's first RS-18, a Canada-only model.

Delaware & Hudson Alco PA-1, no number specified.

KENTUCKY Railway Museum in Louisville, owners of ex-Monon BL-2 No. 32, shut down work on it for the winter, drained the engine, and covered it with a tarpaulin. Batteries are being watered and kept charged all

Louisville & Nashville GP-18, built in April '60, was L&N's first low-nose loco, idling at Hopkinsville, Ky.
Jerry Mart, 2819 Lindsey Drive, Hopkinsville, Ky 42240

Norfolk Southern 9 illustrates the "bare" look as she lacks the dynamic brake feautres, therefore no blisters. NS units will be rebuilt by Southern. 9 is at Raleigh, N.C., in '69.
Photograph by Warren Calloway

winter with an extension cord to prevent freezing and cracked cases.

CHESSIE SYSTEM's bright paint scheme showed up in two new applications: a C&O EMD NW-2 switcher, 5079, and—Surprise!—Western Maryland GP-9 No. 40!

BACK in 1959, two longtime steam holdouts, the Norfolk & Western and the Duluth, Missabe & Iron Range, went looking for additional diesels to beef up their rosters. DM&IR had killed its magnificent steam fleet with EMD SD-9's, while N&W had done the same with GP-9's. Although both roads had sampled Alco power, EMD got the nod. The Norfolk system thus became the owner of the first GP-18, its 915, while DM&IR acquired the first SD-18, its 175. In that year the old chestnut, "they all look alike," had some merit, as the country was inundated with EMD F's and Geeps, and the last big steam operation went diesel.

Persons interested in locomotives had little choice—either live in the past with steam photos and tourist short lines or accept the lusty newcomers. Those who chose diesels began striving to learn the differences between them, and the "diesel spotting" hobby gained momentum. The GP-18 and SD-18 models are good examples of why such spotting can be tough. At first glance, you'd think both were identical with their older sisters, the GP-9 and SD-9, which in turn closely resemble GP-7 and SD-7. Only by close examination can you tell them apart. However, there are many differences.

EMD brought out GP-18 with little fanfare and no demonstrators. N&W bought first, as a natural consequence of success with GP-9's. The GP-18 gets 1800 hp out of a 16-cylinder 567D-1 engine, normally aspirated (not turbocharged) with a Roots blower. Maximum rpm is 835. This particular General Motors prime mover is the only one ever offered with a 20:1 compression ratio.

These engines are difficult to distinguish from the hordes of GP-9's. Their best spotting feature is the grill covering the radiator intake on the ends of the long hooks. On GP-7 and GP-9 this consists of a "chicken-wire" mesh screening, while GP-18 has a longitudinal bar grillwork. The locos have two stacks, two 48" cooling fans, B-B Blomberg trucks (100 GP-18's on the Missouri Pacific ride on Alco AAR type B trucks from trade-ins), and identical side louvres with GP-9's. You can find them with and without dynamic brake blisters on the sides.

When GP-18 was introduced, the "chopped" or "low-profile" short hood was a novelty, provided on demand. Most GP-18's were built with the conventional high nose. However, many of the latter have since been "chopped" by the owners. Three roads which have done this are Lehigh Valley, MP, and Illinois Central. The first "low-nose" GP-18's were Texas & Pacific 500-504 in May 1960 and Louisville & Nashville 900-904 in June and July, 1960. By far the biggest GP-18 customer is Missouri Pacific, with 151 units, including the five T&P's.

MoPac, however, has experimented with and rebuilt some of these with new engines. T&P 504 and MP 530 got new 16-645D1's and were upgraded to 1900 hp, MP's 531-535 got 16-645's and are rated at 2000 hp, the same as the later turbo-charged GP-20. Six MP's were wrecked, two being scrapped outright (463 and 467), and four (423, 459, 425, and first 547) traded in on four new GP-38's. MP's first GP-18's, numbered 400-499, are unique in that they ride on trade-in Alco trucks from FA's. One fine way to distinguish MP's upgraded 2000-hp GP-18's from their stock 2000-hp GP-20's is that the turbocharged GP-20's carry an eagle on their sides; the GP-18's do not.

N&W, the first customer, bought 48 units and inherited ten more from Nickel Plate. All are high-nosed. Baltimore & Ohio, which never ordered a new GP-18, nonetheless has one, the 6599, which was rebuilt from parts of wrecked F-3A No. 4428. It is really a GP-18M ("M" for "modification"), as the F-3 parts cause a hp reduction to 1750, placing it in the same bracket as GP-9's. The N&W, interestingly enough, derated all of its GP-18's to 1750 hp to prolong engine life.

Only two roads ordered GP-18's with steam generators for passenger use: Grand Trunk Western, 4950-52, and National of Mexico, 7520-29. These look like steam-equipped GP-9's, with larger fuel/water tanks underneath and air reservoirs ("torpedoes") on the roof, plus of course the stack and steam lines for the generator.

Norfolk Southern 1-17, built as low-noses, will do an about-face when new parent Southern Railway rebuilds them with high noses to conform to SR preferences. Don't be fooled by four rebuilt B&O GP-9's, the 6477, 6491, 6595, and 6611, which were wrecked and rebuilt *in kind* as GP-9's but which sport the bar grills as on GP-18's, simply because that's what EMD had in stock at the time they were shipped (1961).

GP-18 models were sold to 22 railroads in the U.S.A.; one industry (Phelps-Dodge Corp., Morenci Mine); two Mexican lines, and three foreign countries (Brazil, Saudi Arabia, and Peru), but none to Canada. Total production in U.S. 350, Mexico 40, export 15, making 405 total units. Period produced: 12/59 to 11/63.

The SD-18 was nowhere near as popular. It was the "special-duty" six-motor companion model to GP-18; and in 1960, when SD-18 appeared, the trade-in market was not geared to six-

National Railways of Mexico GP-18 No. 7502, built in July, 1961, shown slumbering in sun at Aquascalientes in 1962.
Doug E. Cummings, 529 West 63rd Avenue, Vancouver 14, B.C., Canada

motor units, most of the locomotives to be replaced being four-motor models.

DMIR bought first, taking 19 units (175-193) in April, 1960. DMIR's SD-18's are the only known high-nose units (Korean National 6001-6009 and 6101-6106 are unknown configuration). SD-18's are identical with SD-9's, except for the bar-type grills found on the 18's. DMIR's, thought are equipped with chickenwire just like late SD-9's. Only by road number can you tell them apart. Chesapeake & Ohio's 19 ride on Alco trucks off RSD-5's, a rare combination. All others built for service in U.S.A. ride on EMD's three-motor (C-C) Flexicoil trucks. None are passenger-equipped.

SD-18 is truly a special-duty model, used for lugging heavy, slow-speed tonnage. The roster bears this out: B&LE 851-857, iron ore; C&O 1800-1818 (now 7300-7318) in coal drag, helper, and hump service; Chicago & Illinois Midland 60 and 61, coal; DMIR 175-193, iron ore; Reserve Mining Co. 1226-1232, iron ore. Only 54 SD-18's were sold for domestic use, and 60 for export, one of the very few models in which export sales topped domestics. RFF of Brazil took 45 units on 5'3" gage trucks, and Korean National got 15. C&IM's two are the only known units without dynamic brakes; once again this fact is unknown as to Korea's engines.

Chesapeake & Ohio SD-18 No. 1803 was formerly 7303. She is unusual riding on Alco trimount trucks off RSD-5's.
Photograph by Don Dover

The early EMD chopped short hoods were rather steeply sloped for visibility, and give a unique "droop-snoot" appearance to GP-18's, SD-18's, and GP-20's. This was also the period of time when EMD matched the model number to the horsepower (for example, GP-18, 1800, GP-20, 2000, and SD-24). It was the eve of "second generation" diesels, the testing period for EMD's Turbo-chargers.

When the famous GP-30 arrived, EMD was launched on its widest domination of the market. Note that GP-30 was to be called "GP-22," in keeping with the model-horsepower matchup, but that the designation GP-30 was decided upon to focus attention on the "more than thirty new innovations in this locomotive." The GP-18's and SD-18's are part of that "interim" or "1959" generation of units that held EMD in the market through rough times and set today's trade-in policy. They are durable; none have died of "natural causes." Those that are gone have either been wrecked or rebuilt.

CP RAIL is adding to its fleet of leased units. A report from Bruce Chapman of Ottawa shows GP-7's and 9's from Bangor & Aroostook and Precision National, F-7's from Bessemer & Lake Erie, and the two PECO Alco RS-27's, numbered 900-901. Besides these, CP got more from Canadian National in late November, including Precision GP-7's and 9's (100-series are ex-Quebec, North Shore & Labrador units), Precision (ex-DT&I) GP-7's 970-971, and Precision (ex-Southern Pacific) GP-9 3445. Leasers are assigned to service at Winnepeg and Alyth, except for the PECO 900-901, which are St. Luc.

MY REPORT of the wreck of CP 4744 drew a few comments from CP Rail trainman Terry O'Brien, 477 Sycamore Place, Thunder Bay, Ontario. He says Ray Corley set the record straight on the position of the 4744 in the train —it was a trailing unit. The wreck occurred at mile 20.3 on the Kam subdivision in Ontario at 2:15 a.m. last May 6th. Engineer Cy Corley was proceeding at 45 mph when the train plunged into a washout some 175 feet long. The lead unit, M-636 No. 4733, rolled over after clearing the gap. She suffered heavy frame and carbody damage and was later returned to service.

The next unit, C-424 No. 4242, the second unit painted in the current CP Rail style, turned over and was demolished. SD-40 No. 5512, the third unit, also rolled over and her future is doubtful. The M-640, No. 4744, was being towed dead-in-train to Montreal for work on her turbo-charger. She rolled over after clearing the gap but was not as badly damaged as had been thought. She has since been repaired and is in transcontinental service again.

No human being was hurt, but here comes the gruesome part: 41 freight cars were squashed into a hole about 175 by 40 feet, creating a kind of gigantic Devil's stew. There were 18 cars of cattle, also paper products, lumber, feed, animal tallow, and a tanker of liquid chlorine for garnish. Terry was in one of the wrecking crews which cleaned up the mess—and Terry, you can have *that* job!!

A FINE SLIDE received from A1C Philip Hom, PSC Box 22828, APO San Francisco 96230, shows Taiwan Railway Administration EMD G-22 (1500 hp, A-1-A), built in 1971) and hauling passengers. Phil says (as Mike Eagleson is aware) that Taiwan still has some steam, including a few Shays.

THE THREE St. Johnsbury & Lake Champlain GE 70-tonners and M&B No. 30, a 70-tonner, which had been stored at Morrisville, Vt., have been moved to Montpelier, where they join the other engines stored by Montpelier & Barre. The M&B is using ex-Great Northern Alco RS-3, No. 203 (lettered StJ&LC) and keeps sister 202 for parts. Thanks to Norman F. Reinhardt, 46 E. 9th St., Clifton, N.J. 07011, for info.

While on the subject, listen to Carlton B. Brown, Box 243, Skagway, Alaska 99840, a former StJ&LC employe: "Sam Pinsley bought the STJ&LC from his brothers-in-law, M. Salzberg, M. Snerson, and M. Gross, who obtained control by purchase of common stock in 1958 for $88,900, with the blessing of the ICC, despite a counter offer by Maine Central. The whole sickening transaction was carried out in the face of direct opposition by the states of Maine and Vermont, the Maine Central, the Rutland, and the Canadian Pacific, the Railway Labor Executives Assn., and several shippers."

Carlton is now a train dispatcher on the White Pass & Yukon. He adds: "Many former STJ&LC employees are now with WP&Y." Those fellows must love snow and railroading combined.

SEABOARD COAST LINE is taking delivery of new GE U-18B's (B-B, 1800-hp road switchers) and trading in Alco RS-3's on them. I have seen SCL 330-334 and 250-252 going through L&N's DeCoursey Yard near Cincinnati. Coming the other way was RS-3 No. 1142, apparently in good shape for a trade-in, possibly a resale prospect.

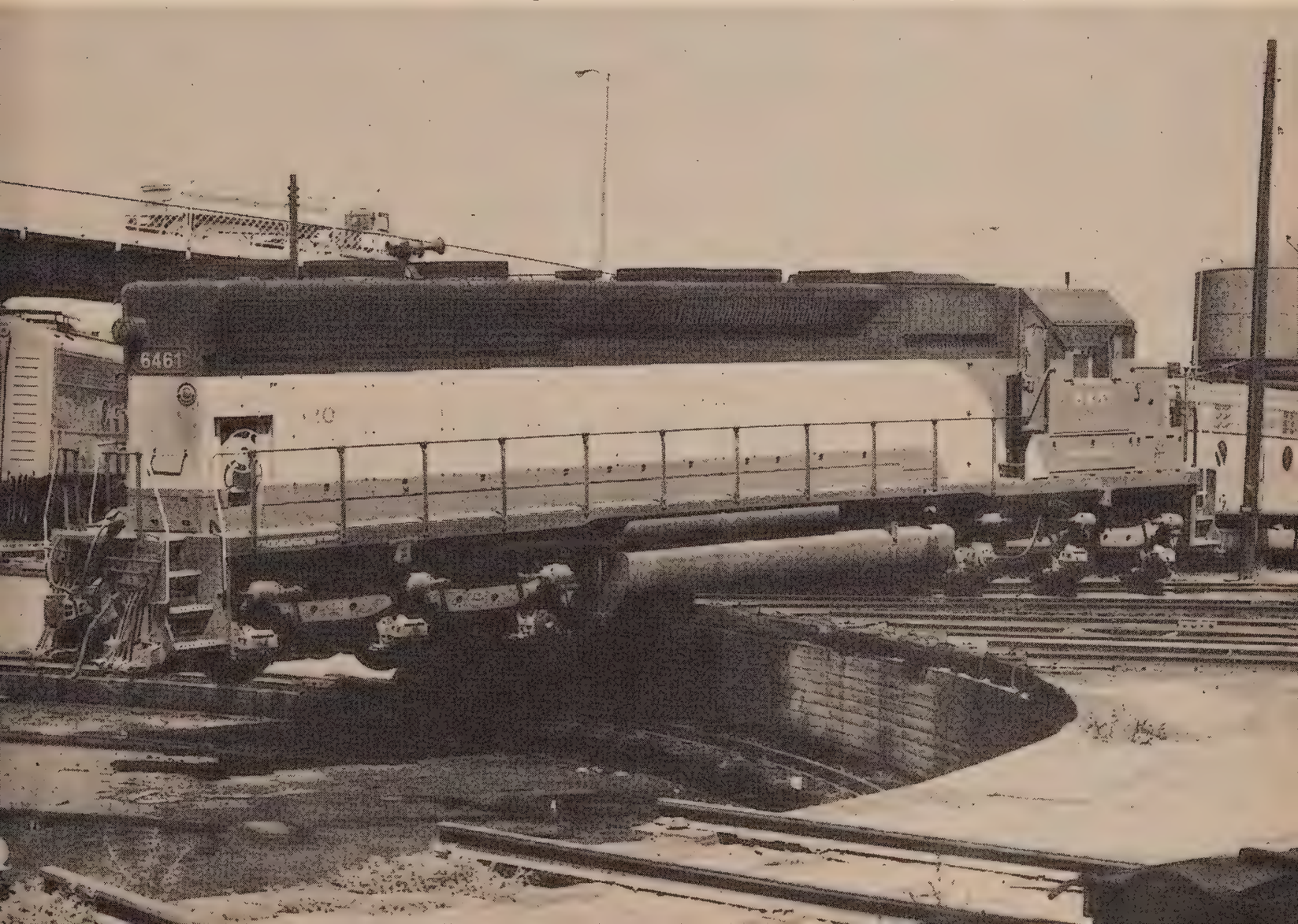
At any rate, there are a couple of versions of the U-18B for SCL: the 300-series are heavier and ride on EMD trade-in Blomberg trucks, while the 200's weigh but 111 tons and feature the new GE "floating bolster" trucks. They look smart in shiny black and gold.

Interesting freight cars seen lately include a new plug-door Pickens Railroad box in light blue, a Texas & Northern gondola, and an ex-REX express reefer painted yellow and lettered San Luis Central. Also, Chessie System has a blue "safety" caboose in operation. B&O bay-window 3035.

Send diesel news to Jim Edmonston at his home, 821 Clearfield Lane, Cincinnati, Ohio 45240.

Thomas P. Lyons, P.O. Box 442, Golden, Colo. 80401

Air leaked into the brakes on SD-45 No. 6461 at Burlington Northern shops in Denver, Colo., and it nosed into the pit, stopped by the turntable. The table suffered structural damage and the lock was damaged. The fuel tank was ripped open dumping 2200 gallons of fuel oil into the pit. Other minor damage to the engine was sustained. The accident isolated four Amtrak units as well as BN locos. On the spot estimates set minimum of $15,000 damage to engine; table not given.



ALTHOUGH the Arab nations never intended it that way, their embargo on oil sparked a sudden rennaissance of interest in American passenger trains. Thanks to the Arabs, our railfans are figuratively dancing in the streets. The big question is: what will happen to the trains at some future date when the fuel crisis is eased?

Our guess is that rail passenger service will continue to grow. It has to. There is no other known way to reduce highway traffic jams and the air pollution caused by millions of automobiles. No other way to save some of the thousand people who were being killed by motor vehicles each week prior to the fuel shortage, not to mention the very much larger number wounded and often crippled for life.

Meanwhile, the railroad industry as a whole is exhausted and cannot possibly go on without subsidies, many billions of dollars. Rolling stock is badly rundown, unsafe, and in short supply. Fatal wrecks and trains stalled for hours are commonplace.

Over the New Year's holidays, more than 900 passengers on Amtrak trains were delayed at unscheduled stops in freezing weather. One was the Chicago-Denver streamliner held up more than 13 hours at Galesburg, Ill., after water had mistakenly been poured into a diesel tank and frozen there. A St. Louis-Chicago train which had run out of fuel was stalled near Normal, Illinois. A train en route from Kansas city to New York had to wait in Missouri more than 12 hours, also for lack of fuel. And on the West Coast, an Amtrak train bound from Sacramento, Calif., to Vancouver, Wash., was braked to an unscheduled stop for a long delay at Klamath Falls, Ore., after a freight train had jumped the track ahead.

Track replacement is needed for the safe operation of fast passenger and freight trains.

Too many slow orders are due to the worn-out right-of-way. Many more employes should be hired. And if rail travel is to expand or even be carried on at its present level, thousands of shabby stations in bad repair must be refurbished and new ones built. Gigantic subsidies are needed also to halt the wholesale abandonment of "unprofitable" branch lines.

So it isn't enough for Amtrak to have a booming passenger business. Not nearly enough. What good is a boom when the railroad structure itself is falling apart? It's good only if you back it up with vast Federal appropriations to modernize the industry in areas which need modernization.

The time for patchwork and stopgaps is past. Private capital can no longer save our railroads. Uncle Sam alone could do the job. We don't like the prospect. Does that mean, eventually, nationalization? We don't know. But it *could,* like it or not. Railroad labor has long favored nationalized rails; the subject has come up again and again on Capitol Hill, and the present oil crunch is playing right into the hands of those who want the U.S. Government to take over the railroads, as the governments in all other countries throughout the world have done.

Supporters of railroad passenger service should keep informed on airline competition. Before the fuel-energy crisis became acute, a Gallop poll conducted for the Air Transport Association revealed that 54 percent of all Americans over 18 have flown on one or more scheduled airlines. Also one of every four adults in this country have journeyed by air during the past 12 months, and 77 percent of the air travelers are in upper income brackets, $15,000 or more a year. The same poll indicates that only 4 percent of Americans aged 18 or over rode 100 miles or more by train in the previous 12 months. The remaining 96 percent constitutes a vast untapped market for Amtrak.

Canadian National and CP Rail have been directed by the Canadian Transport Commission to continue another nine passenger-train services on which the Commission has made economic findings This completes a process started back in the fall of 1969, reports the *Locomotive Engineer,* when the railways first began filing applications to discontinue passenger operations.

Seven CNR lines are involved in the latest decision. They are, with 1971 losses: Richmond-Lyster-Quebec, $184,000; Quebec-La Malbaie-Clermont, $133,000; Deux Montagnes-Grenville, $30,000; Saskatoon-The Pas, $221,000; Prince Albert-Hudson Bay, $28,000; Edmonton-North Battleford, $308,000; and Regina-Saskatoon-Prince Albert, $466,000.

Two CP Rail lines are included: Montreal-Mont Laurier, $104,000, and Sudbury-Sault Ste. Marie, $298,000. Following the decision, the railways are entitled to payment covering 80 percent of the losses.

Through daily Amtrak service between Montreal and Miami, now in effect for first-class passengers will continue until mid April. Coach-ticket holders change at New York or Washington for the continuing run. In both cases the service takes 41 hours—two nights aboard.

Governor Linwood Holton of Virginia has released a report urging the establishment of 80-mph rail passenger service between Richmond, Va., and Washington, D.C. The preparation of this report was financed by the U.S. Department of Transportation and the Commonwealth of Virginia. Its facts and figures indicate that such rail service could be set up by 1977 at a cost of about $1.7 million, with cooperative funding by Amtrak and the state, and could be operated profitably. Holton calls it a "needed alternative to building more highways and an effort to relieve the crush of the fuel shortage." The report, he says, shows a way to encourage people to transfer from their automobiles to the trains.

Antheny Haswell, chairman of the National Association of Railroad Passengers, writes in *Passenger Train Journal*:

Both the Administration and the Congress are to be commended for opening up the highway "trust fund" for use in financing rail transit capital improvement projects. Such a large proportion of our population are highway users that a tax on gasoline can hardly be characterized as a tax on a special group or class which must be used for the specific benefit of the class. Moreover, the more persons who can be diverted to mass transit, the more benefit there will be in terms of reduced traffic congestion for those who for any number of reasons must continue to commute by auto.

NARP's address is on Capitol Hill at 417 New Jersey Ave., S.E., Washington, D.C. 20003. Membership: contributing, $10; participating, $25; sponsor, $50; sustaining, $100; and life,

$500 or more. *NARP News,* the only rail passenger publication issued in Washington, where the action is, comes as part of your subscription. It cannot be bought separately. Joining this nation-wide organization is proof that you favor more and better rail passenger service.

Despite popular belief, running some passenger trains behind schedule can be good for business, says a California Western Railroad official. CWR operates the *Skunk* steam train across 40 miles of rugged mountains between Fort Bragg and Willits, Calif. It is owned by Georgia-Pacific Corp., which is growing huge stands of big redwood and fir trees on its lands in the area.

Twice recently the smoke-belching train has been stopped in its tracks, first by three masked men allegedly after the "mail car" and, the latest, by a small boy with a large live elephant in one of the high mountain tunnels. Even so, the road set a record of over 100,000 passengers in 1973. The masked men were re-enacting the last big Western train robbery 50 years ago for a Portland, Ore., television documentary team. The elephant sequence was in cooperation with a movie company currently filming in the area. Passengers loved it.

If anyone will send us a list of all privately-owned passenger cars in North America, including type, location, and owner, we'll print it. Request for such a list comes from Norman Holmes, P.O. Box 1104, Portola, Calif. 96122. A good example of privately-owned cars is the one owned by advertising executive Jack Stodelle, who in 1969 bought a railroad club car, 1925 vintage, from the Union Pacific for $2,000.

Says he: "I found her in dead storage with the windows boarded up, a half inch of sand on the carpet and the car scheduled to be broken up for scrap."

But beneath the sand and grime lay deep carpeting and luxurious outfittings favored by wealthy travelers who once rode the *Portland Rose* from Portland, Ore., to Chicago.

Stodelle, his wife Elaine, and their three children refurbished the car for $4,000 and got permission from the Mexican Government to ride that country's railroads. Now, for the price of 18 to 25 first-class tickets, depending on the distance, they can hitch their private car to any Mexican passenger train, invite a dozen friends along and cruise through the countryside.

The car has 17 bunk beds, a lounge equipped with plush sofas, club chairs and card tables, and a kitchen. A 25,000-kilowatt generator runs the lighting system, air-conditioner, and piped-in radio.

Down by the Depot

East Arboga, a Western Pacific station in California, was a name confusing to dispatchers and operating employes when designating "west East Arboga" or "east West Arboga" as a location on a siding recently extended 7382 feet. So the railroad renamed the depot Mounkes. Thus it honors Richard J. Mounkes, a local hero. As assistant division engineer, he lost his life in the stormy early morning of Jan. 21, 1969, while directing operations at a large slide in the Feather River Canyon. His name shall be remembered.

Readers Heard From

"Road to Yesterday" (Jan. issue) mentions a sheriff with a manacled convict. That reminds me of an experience I had around 1935. I was a passenger on the Burlington's *American Royal,* leaving Chicago at 7 p.m. for Kansas City. It was a warm summer evening. I sat on the open platform of the lounge-observation car. Soon after we started, I was joined by a man, normally dressed, who asked where I was going, I said, "Leavenworth," and asked him the same question.

"Me, too." He volunteered a startling fact. "Yes, they finally got me. I escaped from a Federal pen back there, but they tracked me down and now they're taking me back."

I was thunderstruck. "But isn't there a Federal guard or some other person traveling with you?"

"Oh, yes," the man said casually. "He's just inside."

My companion was in custody for a narcotics violation and was, or had been, an addict. As the train was slowly threading its way through the maze of tracks, with cuts of passenger cars standing around, it seemed to me that he could easily have jumped over the railing and got lost before his guard could get out to the platform. Soon he went inside. I never saw him again.—Edward Mahoney, 5410 Ellsworth Ave., Dallas, Texas 75206.

Answering my question re how the *TurboTrain* operates through the tunnels into either Grand Central Terminal or Penn Station in New York City, a former Penn Central man who wishes to remain anonymous wrote to me as follows:

"In many ways the *TurboTrain* is a copy of the New Haven's *Dan'l Webster* train built about 15 years ago by Baldwin-Lima-Hamilton, the main difference being that the latter used a Maybach diesel while the *TurboTrain* uses turbines. Both trains had electric motors which powered them while in third-rail territory. Both were designed for the under-running type third-rail on the New York Central route in Grand Central.

"The *TurboTrain* ran into G.C.T. until the states of New York and Connecticut took over portions of the railroad, about the same time Amtrak bought the *Turbos* and moved the operation's west end into Penn Station. Here operation is with the Long Island Rail Road's type of third-rail (over-running) and a slight adjustment was made in shoe height. However, the EMD FL-9 units operated interchangeably into both Grand Central and Penn Station without the need of any adjustment.

"Each end of the *TurboTrain* has one turbine which drives the d.c. generator to supply current for light, heat, air-conditioning, and electric control. Only one generator at a time is used, the other is a backup. Entering the tunnels to either of the big stations, all turbines except the one driving the auxiliary generator are shut down, and the train is driven electrically. After discharging the passengers, the train is put on station power and the turbine is shut down, to be restarted shortly before departure time.

"Should there be a malfunction of the electric drive, the train runs into the terminal on turbine power despite the rule that it can't be done. The FL-9 units very often operate into the terminal (only G.C.T. at this time) on diesel power. The turbo's noise and fumes are not too bad, but I have seen the Grand Central Terminal when it looked like a London fog, due to FL-9 diesel operation."

I was informed also that *TurboTrain* operates over LIRR tracks from the outskirts of Sunnyside Yard into Penn Central.—Chard L. Walker, P.O. Box 993, Hesperia, Calif. 92345.

STEVE MAGUIRE'S

TRANSIT TOPICS

A READER who prefers to be anonymous says he has heard sounds indicating that the motors of subway trains are kept running all night and on Sundays, while the trains are not in use. "This practice," he says, "wastes much-needed fuel."

"No, it doesn't," denies a spokesman for the New York City Transit Authority. "Continued operation of the motors on stored trains is necessary. Some late-model trains are equipped with batteries which power certain electrical functions of the train. These batteries on idle equipment must be recharged overnight by operation of the cars' generators. Furthermore, the generators are run on cold nights to activate the compressors which must be kept operational to keep the airbrake lines from freezing."

"And what about the lights I have seen on one or two occasions on idle subway trains very late at night?" our correspondent asks. "Surely, that is wasting fuel-energy."

"Probably not," says the NYCTA man. "They could have been on because either cleaning crews or inspection crews were working on the cars to make them ready for service the next day."

The public has responded with enthusiasm to the half-fare rate for New York subway, bus, and suburban train riders on Sundays only in a six-week experiment which began December 16th. On each of the last two half-fare dates, the total number of such riders was over 650,000 above the figure for normal January riding. After evaluating the figures, the Metropolitan Transportation Authority extended the Sunday half-fares through June 30th and two Mondays: Washington's birthday (Feb. 18th) and Memorial Day (May 27th).

The fare reduction is in effect to cut down on Sunday automobile driving, with its traffic jams, its casualties, its noise, and its pollution of the air we breathe.

To meet future needs for moving masses of people at much faster speeds, NYCTA is using 352 beautiful new subway cars, R-44's. These are the longest cars ever designed for the city's subways. At 75 feet, they are 15 feet longer than their predecessor. Eight R-44's have the same capacity as ten older cars—2200 passengers—and are capable of reaching 80 mph speeds under full load conditions.

They are to serve on 70 mph lines planned for construction during the next few years. The limit on existing lines is 50 mph. Each car uses more than four miles of wire, almost all of it insulated with "Teflon" FEP fluorocarbon resin. The wire is used for power signals, lighting, air-conditioning, door operators, etc.

Incidentally, a Federal Grant of $110,457 has just been received by the Polytechnic Institute of Brooklyn, N.Y., to provide an engineering assessment and evaluation of the acoustic noise environment associated with the city's subway system.

THE EVANSTON elevated line of Chicago Transit Authority has been converted from overhead to third-rail operation. The change-over last November cost $541,000 of Federal and state money and was done to enable CTA to use its equipment interchangeably and more economically on most of its other lines. The only other CTA route now using overhead is Skokie Swift, between Howard Street and Dempster Avenue in Skokie, Illinois.

Eighty of the old steel el cars in use since 1922 have been removed. They were equipped with trolley poles as well as third rail and were kept for Evanston service. According to Steve Scalzo of Chicago, they will be "mothballed" and not scrapped. CTA has discovered that the energy crisis sent many people back to riding public transportation. The company may eventually have to tap its reserves to return older equipment to service.

Copies of CTA's new route map, effective last Oct. 31st, may be had free at stations or by writing *CTA Map*, Merchandise Mart, P.O. Box 3555, Chicago, Ill. 60654. Besides showing bus and rapid transit routes in detail, it includes info. on routes, hours, fares, etc.

BAY AREA Rapid Transit began operating in San Francisco on the 7.5-mile run to Daly City last November 5th with a ceremonial sendoff that included dancing in the streets. But according to Arthur C. Davis of Reseda, Calif., a longtime reader and friend of this magazine, the completion date of the 71-mile, $1.5 billion system is still indefinite. This will include the 4-mile Trans-Bay tube linking the Oakland-East Bay area with San Francisco. Delay is due to inadequacies in the equipment.

Eight stations are placed on the new section. Opening of the stub brought into operation 63 miles of the 71-mile, system's trackage and 32 of the 34 stations. But a big problem remains. The

This double-truck, semi-convertible car (Brill, 1901) from Oporto, Portugal, was delivered onto the East Broad Top Railroad property in October, 1972. Both the railroad (see pages 41-43) and the trolley line are part of the same setup.
James Kelley, P.O. Box 285, Darby, Pa. 19023

Most of the interior of this Airtrans car at the new Dallas/Fort Worth Airport is a new type of plastic. The lone gal, presumably a passenger, is unidentified.
Uniroyal Plastic photograph

137 million system designed by Westinghouse Electric to keep a check on the trains and prevent rear-end collisions still is not reliable.

Ironically, BART is bringing empty cars through the tube daily from an East Bay yard in Hayward to operate the San Francisco-Daly City stub, but is taking them back to Hayward again each night. The inability to detect a "dead" car on the track would make it dangerous to send cars carrying passengers through the tube at frequent intervals.

With the opening of the stub line, BART has provided free bicycle racks at five additional stations which already had parking lots or plaza areas—at Daly City, Balboa Park, Glen Park, 24th Street Mission, and 16th Street Mission. Specially made to fit the tone of the BART system, the racks consist of heavy stands of galvanized iron, but cyclists must bring their own padlocks. Besides the racks, 60 coin-operated bike storage lockers offer another service to cyclists. The user pays 25 cents a day or a low monthly rental fee. Had such a service been available back in 1895, California's "Pistol-Packing Cyclists," whose story is told in this issue on page 15, might have used it.

BART will buy 100 new rapid transit cars with the help of a supplemental grant of $34,646,000 just received from the Urban Mass Transportation Administration. A 450-car fleet is needed to carry the estimated 200,000 commuters a day who are expected to use the system by 1975.

Bismarck and Dirk seem like friendly dogs and they fraternize with the passengers riding BART trains. But they attack instantly at the command of their handler and they've helped make four arrests on the system.

This comment is from Ted Wurm, Oakland, Calif., author of a new book on the Hetch Hetchy Railroad: "My friend George Horn wrote in your December issue that BART's tube under the Bay is 'the world's longest underwater bore.' Actually, it isn't, BART makes this claim, but qualifies it by adding 'in electric rail operation.' The SF-to-Oakland tube is not even the longest for rail operation. My records indicate the longest to be the Severn Railway tunnel between western England and southern Wales, opened in 1886 for *steam* operation. It is 4.33 miles long and still in service."

RESPONDING to a recent story in *The New York Times* about the fleet of electric cars still used on Erie-Lackawanna's Gladstone branch line, E. J. Quinby, 30 Blackburn Rd., Summit, N.J. 07901, writes as follows:

"The heavy steel car fleet, although over 40 years old, is well kept up and operates as well as the day it was built. Furthermore, in case of accident, I sure would prefer to be riding in that sturdy design of car than in the new lightweight equipment. The latter is more glamorous, more comfortable, and has modern conveniences, but is fragile. Much of it was designed and built by airplane specialists, who are always weight-conscious.

"Having worked for American Car & Foundry as a car designer, I am not reconciled to eliminating the basic structural members with which we initiated a car design, namely, the center and side sills. A mere shell lacking such a backbone and stiffeners is weak by comparison. I'd like to see modern conveniences applied to the sturdy, heavy equipment that time has proven to be capable of surviving high-speed rail service."

MORE info, on the now-extinct Victory Park Ry. that operated years ago on South Bass Island in Lake Erie off the Ohio shore comes from Mrs. K. K. Jennings, 132 Franklin Ave., Niles, Ohio 44446, who supplied the rare photo atop page 59 in our last month's issue. Mrs. Jennings says the line was operated by the Put-in-Bay Waterworks, Light & Power Co. Among the investors in it was the widely-known Bernard Baruch, who referred to the investment as part of his financial education, because, as he pointed out, the trolley line went into receivership soon after it was organized. That was the first and probably the last time the astute Baruch lost much money on a business deal.

Both the hotel and the trolley line opened July 12, 1898, and both went bankrupt the following September 12th. Hotel Victory, closed in 1909, did not reopen until the summer of 1919. Shortly afterward it burned to the ground in a fire that oldtime visitors to the island still remember. The site is now a state park and each summer is thronged with campers, mostly fishermen. On week-ends the water thereabouts is alive with small boats. South Bass Island looks almost the same today as it did years ago. Many old buildings at Put-in-Bay are still standing. Summer visitors are bringing it

Reading 9124 and 9108 at Lansdale, Pa., await commuter rush.
Photograph by Robert J. Linden

Former Glasgow Corp. trolleybus TB78 under the newly-erected overhead at the Sandtoft Transport Centre, near Doncaster, United Kingdom, in 1973.
W. Tuckwell, 24 Battlefield Rd., Glasgow G42 9QH, Scotland

back to somewhere near what it used to be—sort of an Atlantic City of the 1890s.

FORTY MILES of the abandoned Chicago, Aurora & Elgin right-of-way can now be viewed by bicycle riding or by walking, thanks to a recent agreement between Commonwealth Edison, owner of a right-of-way easement over the old route and DuPage and Kane county officials. Known as the Prairie Path, the tract starts in the western Chicago suburb of Elmhurst and runs west to Wheaton, where it branches northwest to Elgin and southwest to Aurora. It also runs off the Aurora branch west to Batavia, following the CA&E route for practically all of its western portion.

SHAKER HEIGHTS Rapid Transit had to cut back its Saturday service, reports Al Kleinsmith, Cleveland, Ohio, who says Saturday ridership has fallen from 11,000 in 1965 to only 4,500 today. Sunday and weekdav service, meanwhile, remains unchanged. Recently, Cleveland had a case of crime where black youths boarded a SHRT train and robbed only the white passengers. Many people are upset over the racial implications of this incident.

Bill Kessel of Hamburg, N.Y., writes: "Cleveland carried rapid transit riders for a dime New Year's Eve, and downtown looked like old times. Buffalo, with no owl buses, also reported good downtown hotel business. Toronto transit passengers rode free, as a firm had hired the subways, trolleys, trolley-coaches, and buses for the occasion. In brief, maybe downtown business areas, including restaurants and places of entertainment, can come back into public favor."

Trolley Museums

PROSPECTS for the operating trolley museums during the energy crunch are rather disturbing, as you might guess. The lessened use of private automobiles is bound to reduce the number of visitors to the museums, most of which are non-profit and need all the revenue they can get to carry on. Although their personnel are not paid, current expenses must be met and in some cases financial loans repaid. Any drastic cut in income from reduced travel by automobile is sure to hurt.

WORD of a new museum-type trolley line in Detroit, Mich., comes from the knowledgeable David G. Kanzeg, operations manager of TV station WCMU in that city, and from other readers. The new group expects to operate on a half-mile of former Penn Central track along the Detroit River front. (Incidentally, with the wholesale abandonment of trackage in the Northeast about to be authorized by the Federal Government, much right-of-way mileage should be opened in that area for various purposes, including trolley and steam tourist lines.)

Motive power for the Detroit setup will consist of a former Brooklyn, N.Y., trolley built in 1915 and displayed for some time at the Edaville Museum in South Carver, Mass., on the thick end of Cape Cod Peninsula. It is a 4100-series convertible car. With Ford Motor Co. help, it was shipped to the site of another proposed new trolley museum near Henrietta, N.Y. There it will be restored by Ed Blossom, formerly with the Magee Museum. The body of a second car, an ex-Reading Pa., Birney, also has been sent to Henrietta for res-

Bob Eagleston, 1305 Judson Avenue, Evanston, Ill. 60201

Sisters under the skin. Toronto Transit Commission 4744, westbound on Dundas Street downtown, passes Desire Fashion Boutique, formerly TCC car 4716. Pullman built both cars in '46 for Birmingham Electric, and they moved north in 1953.

toration in case a truck for the Birney can be found.

ANOTHER new group, the Michigan Museum, 36015 Vaughn Dr., Mt. Clemens, Mich. 48043, is actively working on two freight trolleys formerly used to switch coal cars in the Detroit Street Railway yards. These cars, 7284 and 1901, were recently retired and donated to the museum. Still to be acquired are a Toronto snow-sweeper and two old steel Chicago el cars.

MAYBE the biggest gift to a trolley museum in recent years was the donation by the Electric Railway Historical Society of ten trolleys and one trolleybus, all from the Chicago area, to the Illinois Railway Museum at Union, Illinois. The equipment had been stored indoors near Downers Grove, Illinois, since service ended on the Chicago trolley lines they came from.

MIDWEST CENTRAL RAILROAD at Mt. Pleasant, Iowa, which acquired rebuilt ex-Rio open car No. 2 last summer from the now-extinct Magee Museum at Bloomsburg, Pa., has shipped its trucks to Mason City, Iowa, where Ed Allen, master mechanic of Iowa Terminal Railroad, will replace the shallow (28") flanged wheels with ones bought from Chicago Transis Authority; a second open trolley, purchased by the MCRR two years ago, also ex-Rio de Janeiro but in poor condition, likewise will be restored at the Iowa Terminal shops. It is a 13-bench open type without bulkheads at either end, says Jim Levis of Waterloo, Iowa, and differs from most Rio cars in not having a deck roof.

MCRR ran its steam and electric cars only during a one-week Threshers' Reunion over Labor Day annually. Its present operating trolleys are former Southern Iowa Ry. car 9 and ex-Waterloo, Cedar Falls & Northern 381. We hope the line will provide more public operation this summer.

INDIANA MUSEUM of Transportation and Communications at Noblesville, Ind., has received the body of an Indianapolis streetcar, No. 153, one of the last to run in that city. After abandonment, it was used as a bunkroom for a trucking company. It may eventually operate again in the museum area which saw its first electric operation last spring.

HALTON COUNTY Radial Ry., operating trolley museum of the Ontario Electric Railway Historical Assn., Box 121, Scarborough, Ont., Canada, now owns the body of former Toronto lightweight suburban car 416, built by Ottawa Car Co. for the Hydro Electric Railways, Toronto Division. It last ran on the North Toronto line to Richmond Hill, which was abandaned in 1948. This museum aims to get Hamilton Street Ry. car 521, now being restored for Hamilton's 100th anniversary this year.

New Transit Publications

Transit's Stepchild: the Trolley Coach, **by Mac Sebree and Paul Ward, 288 pages, 8½11", with hard covers, may be had for $14.50 (Californians, add 6 percent sales tax) from Interurbans, 17309 Alexandra Ave., Cerritos, Calif. 90701. This is a well-written history of the mongrel vehicle, half bus, half electric car, referred to as a trolley coach, trolleybus, or trackless trolley. Sebree is a professional journalist, Ward a broadcaster. Besides recounting the rise and decline of the trolley coach, they give details of every manufacturer of such vehicles, plus many full pages of commercial ads for them and street photos.**

Cincinnati Streetcars: No. 6 (1912-1922). **by Wright & Wagner, 80 pages, 8½x11", with soft cover, is published at $4.50 by Trolley Talk, 59 Euclid Ave., Wyoming, Ohio 45215. This series of publications, when completed, will be a detailed illustrated history of Cincinnati's streetcars. This issue covers the years of the wooden and early steel cars, with many photos and a 1915 map.**

Through the Heart of Ohio: the Columbus, Delaware & Marion Electric Company, **by Jeff Brashares, 64 pages, 8½x11", with soft cover and stapled binding. This history includes many anecdotes. Photos are half-page size or more, plus numerous reproductions of company journals, timetables, and a complete track map. Price, $6.95 from Press Div., Aldix International Corp., Union Terminal Bldg., Cincinnati, Ohio 45203.**

CERA Bulletin 91: Indiana Railroad System **reprinted from its original 1950 edition, which sold out shortly after publication: 72 pages, 8½x11", softbound. Available at $5 from CERA, P.O. Box 503, Chicago, Ill. 60690. (plus 5 percent sales tax for Ill. residents).**

The Legend of Boomer

JUST beyond Drury Creek, where the railroad tracks make a gentle S-bend through the tiny valley, a five-foot concrete monument rises amidst the weeds in Makanda, Illinois, and explains itself with raised letters on a brass plaque:

"In memory of Boomer. The hound dog that tradition says dashed his life out against the abutment of the iron railroad bridge 300 feet south of this spot while running on three legs trying to put out a flaming hotbox in the speeding train of his beloved fireman master. Sept. 2, 1859."

Wayman Presley, raised in Makanda and now the owner of a tour service, spent $2,000 to have that monument set up. And he's jotted down Boomer's story in a pamphlet. Here is the story:

Boomer was the pet of a steam locomotive fireman, his name forgotten; on the Illinois Central out of Carbondale, a few miles north. His only family was his dog, he told the roadmaster, and the dog wouldn't cause any problems because he never rode trains; just ran alongside.

"Now you must remember," Presley writes, "that in the early railroading days the tracks were wobbly due to the soft dirt fills settling. Trains ran very much slower then than they do today. You must keep this in mind or you may develop some doubts about the truthfulness of this story."

The fireman was assigned to a local freight. It stopped at every hog path and village, out of Carbondale down through Boskey Dell and Makanda. Sure enough, the hound kept up with it. Word soon got out to other railroads that the IC had a dog keeping up with one of its slow freight trains, and the road was made the butt of many jokes because of this.

Embarrassed IC officials contrived a plan. To discharge Boomer's master would only admit defeat. They would outrun the dog with a fast freight. The first attempt failed. Then the railroad brought down a faster engine, No. 1034. People all over Jackson County gathered for the race. As No. 1034 roared toward Makanda, the fireman and master told the engineer that Boomer was nowhere in sight. But the freight had been rolling so fast that hotboxes developed.

The trainmaster told about it later. "When I got a better look, damned if that hound wasn't running along on three legs trying to put out the blaze in one of the hotboxes. 'Running on three legs' is a hill-billy term meaning that the dog was urinating on the fire.

"Now comes the tragic part. Just south of the wagon crossing in Makanda, a heavy iron bridge carried the railroad over Drury. On previous occasions Boomer had always turned aside and jumped across the creek. On this day the train was making so much dust that the poor mutt failed to see the heavy iron bridge abutment and dashed his life out against it."

Thus endeth the legend of a hound named Boomer. We don't believe it, of course, but it makes a choice bit of rail lore.

Mike Eagleson

IN SEARCH OF STEAM

NATURALLY, I was on hand to watch the Morris Country Central steam tourist line move all of its engines and cars on December 16th from Whippany, N.J., where it operated for ten years on the Morristown & Erie tracks, to a new home at Newfoundland, N.J. The 0-6-0 No. 4039 sure talked it up while switching the cars at Whippany and later pulling them uphill to Essex Fells. I expect to show up for the MCC's first run out of its new headquarters in April. It seems the M&E is planning to start its own steam operation soon. Who can tell me what loco will be used?

STEAMTOWN FOUNDATION ran a spectacular steam-in-snow doubleheader out of its stamping ground at Bellows Falls, Vt., on December 29th. The cold winter air sharply defining white clouds of smoke and steam made the scene a camera fan's paradise. Motive power consisted of two Canadian Pacific 4-6-2's: Nos. 1246 (now relettered Rutland 82) and 1278 now (relettered Delaware & Hudson 653). Both put on a good show, pounding majestically upgrade at Healdville, Vermont.

THE DUNKIRK (N.Y.) Historical Society at 536 Central Ave., 47240, Dunkirk, president Louis S. Van Way, seeks a steam locomotive built in its city by Brooks Locomotive Works of the American Locomotive Co. During 59 years of operation, the plant built the huge total of 13,245 steamers, but Dunkirk doesn't have even a bell from one of them to display. Who can help?

NEBRASKA MIDLAND'S vice president, Jim Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101, says the road's ex-White Pass & Yukon, ex-Black Hills Central 2-8-0 No. 69, is running without the fake diamond stack which came with her. This oilburner worked for years on the Black Hills Central in South Dakota, which continues to run with other power and still offers steam tourist service.

USING a tender off a Chesapeake & Ohio 0-6-0, class C-7, the Indiana Railway Museum, P.O. Box 258, Greensburg, Ind. 47240, is now operating its 0-4-0T, No. 11, and is looking for another steam loco, reports William Doran of the Museum staff.

RESTORATION of ex-Alabama, Birmingham & Atlantic 0-6-0 No. 58 is being done in Phoenixville, Pa., by her owner, Brian R. Woodcock, 203 Molly Lane, Chadds Ford, Pa. 19317. He plans to relocate her for display and storage on the property of the Wilmington & Western at Green Bank, Delaware. Eventually Brian hopes to donate the switcher to the nearly-completed Pennsylvania State Transportation Museum at Strasburg, Pa.

LAST November 19th the California Southern Railroad Museum at Hesperia, Calif., took delivery of ex-Ventura County 2-6-2 No. 2 (Baldwin, 1922). She was bought from Terry Durkin more than a year ago. Before long, she will probably be back in operation, joining the museum's ex-Mojave Northern 0-6-0T No. 2, which will serve as a relief engine. So says the museum's master mechanic, William B. Garner, 2745 Fremontia, San Bernardino, Calif. 92404.

HISTORIC saddle-tanker 3, affectionately named "Old Curley," long a landmark at the entrance to the Pacific National Exhibition at Vancouver, B.C., Canada, has been hauled off for repair and a new home at Burnaby's Heritage Village, a local museum area that is fast becoming a Mecca for B.C. history buffs. The Burnaby, B.C., Jaycees, headed by CP employee Eric Lotz, have arranged to refurbish the engine, which was used long ago in building the Canadian Pacific.

OLD STEAM WRECKER No. 2 of the Butte, Anaconda & Pacific has been sold to the Pacific Hide & Fur Depot at Butte, Mont., reports Al Hooper, 2703 Princeton St., Butte 59701. The junkyard owner would prefer to sell this coalburning operable piece of steam equipment to someone for historical preservation rather than cut it up. Anyone interested? The present owner plans to scrap it very soon if there is no buyer for this rare piece of steam-powered equipment.

THE OKEFENOKEE AREA Activity Museum has just acquired ex-Rockton & Rion 2-8-2 No. 31 for display at Waycross, Georgia. The Mikado, long stored in bad condition at Rion, S.C., was loaded aboard a flatcar and moved to the museum, free of charge, by the Southern Railway and the Seaboard Coast Line. I remember photographing this loud-talking engine and her sister, No. 19, on the R&R. It was one of the smokiest operations I ever witnessed. Apparently the Negro engineer just loved to put on a show for photographers. This news comes from James E. Lesher, 1211 Coral Rd., Waycross, Ga. 31501.

WOLFEBORO RAIL ROAD at Wolfeboro, N.H., is now operating a tourist service, when weather permits, with ex-Bonhommie & Hattiesburg Southern 2-6-2 No. 250. I visited this road on December 30th and found it to be one of the most tasteful of the new excursion lines. Neither locomotive nor cars are gaudily painted, nor are serious fans annoyed by fake Indian raids or phoney six-gun holdups. A turntable is being rebuilt at the end of the line, Sanbornville. Stations along the route are scheduled for reconstruction. Exact historical accuracy is being striven for on this former Boston & Maine branch. I wish more such operations had a similar viewpoint, rather than looking like just another tourist trap. My hat is off to the enterprising management of the Wolfeboro Rail Road.

ANOTHER new steam tourist setup, the Minnesota & Western Railroad Museum, Box 459, Annandale, Minn. 35302, is being organized, this one by Dan Lind of Minneapolis. Dan owns an old Minneapolis & St. Louis 2-8-0, which stood on a stretch of abandoned trackage at Chaska, Minn., and a 2-6-2 saddle-tanker, said to have been bought in Florida. I'd like to hear more about the new M&W and its plans for the future. Publicity of further details surely should help it.

LONG STORED unserviceable in the yards at Durango, Colo., the former Denver & Rio Grande Western 2-8-2 No. 464 has been sold to Knott's Berry Farm at Buena Park in California. The new owners hope to restore her for future operation. This K-27 class Mikado (Baldwin, 1903) was last used in 1954.

SINCE the return of No. 4472, the *Flying Scotsman* from North America to the United Kingdom, one of the men who has been firing her on the British Rail mainline is A.R.W. Wooller, 134 Kingsdowne Ave., South Croydon, Surrey, GR2.6QR, England. Her most successful recent tour, he tells me, was doubleheaded with old GWR 6000, the *King George V*, another British loco which visited the U.S.A., this one in 1927. Mr. Wooller wants the name and address of anyone who took photos of the *Flying Scotsman* when she was in North America. I am one who did, of course; and there were many hundreds of others in the United States and Canada.

SLIM GAGE. Emile A. Legros and George A. Roose run an old narrow-gage railroad that makes a profit handily—but it's only 1½ miles long. The

Rare oldtime view of a caboose coupled behind three pushers on northbound Erie freight passing through Forest City, Pa. Signals at each station, or tower, were manually operated in this long-ago mainline, heavy-grade, panoramic scene.
Photograph by Bert Pennypacker

Cedar Point & Lake Erie hauled three million amusement park visitors during the resort's four-month summer operation, earning four times its $165,000 cost.

Its six old steam locomotives came from quarries, coal mines, sugarcane plantations, brick works, and canning factories—and a historical display. Four others are being restored, repaired, or kept in readiness. About 25 coaches complete the rolling stock.

NEW AND READABLE is *Stemwinders in the Laurel Highlands*, by Benjamin F.G. Kline, Jr., with 120 pages 8½x11″, soft cover, text, photos, maps, and rosters, published by the author, P.O. Box 46, Strasburg, Pa. 17579, $3.25.

Historians have largely ignored the railroad era of Pennsylvania's lumber industry. This book is one of a planned series of 13 to document its history. The Laurel Highlands are a loosely defined area, mostly in Somerset County, north of the Maryland border, a high plateau surrounded by mountains, Kline tells of logging operations in its forested hillsides. Shays, Climaxes and Heislers worked side by side in the area. These locos and the men who kept them running are well illustrated in the book. The long-lost historical facts and human color presented by Kline constitute a major research achievement.

Santa on a Steam Train

YULETIDE joy was brought to impoverished boys and girls of Appalachia in Tennessee by a special Clinchfield Railroad train consisting of a car edged in holly, carrying Santa Claus in person and a load of gifts, headed by old No. 1 with whistle blowing, white flags snapping, and clouds of steam.

"I'll bet that's about it for some of those kids as far as Christmas is concerned," said one of the men tossing candy, books, and toys off the back of the train. A look at the hard, lined faces of the adults along the track and the sometimes crazily leaning shanties visible from the train were evidence that he might be right.

It was the 31st annual Santa Claus Special, a project of the railroad and the Kingsport, Tenn., Chamber of Commerce, whose members donated over 1½ tons of candy alone for the 93-mile trip between Elkhorn City, Ky., and Kingsport. Among the other gifts were fish tanks and ant mazes by the score, books, toys, stuffed animals, pads of paper, balloons, and even pantyhose and stockings. Clinchfield's 90-year-old steam engine, provided the whistle and the steam, but most of the power came from two diesel locomotives just behind it.

The youngsters knew about the train in advance and gathered beside the track, some in knots of two or three, others in large groups; and two men stationed themselves on either side of of the back platform watching for them. "There's a few on the right," a man said.

Tom Moore, Clinchfield general manager, thrust his gloved hands into the mass of green and red taffy candy, while Santa reached for a handful of balloons and books. All day that was the sight: candy bouncing, leaves from the paper pads fluttering, and children running.

In big towns along the route, the train made brief stops. The back of the train was engulfed by people, reaching hands, eager upturned faces, paper bags held open, and little children on their fathers' shoulders. Most of all they welcomed the gifts, of course, but you could see that they also loved the sight of a steam locomotive. ●

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

HOBBY CLUB

conducted by Sy Reich

BECAUSE it catches the challenging spirit of today, we are reprinting an editorial by V. Allen Vaughn which was issued recently as a supplement to a National Railroad Historical Society *Bulletin,* sent to all chapters:

All the old cliches are now aimed our way: "Strike while the iron is hot," "we stand at the cross-roads," etc. For the first time in memory for most of us, our hobby is the center of attraction throughout the land. The swing to railroad travel is gathering momentum. The fuel shortage, be it fact or fancy, will only add to this momentum, come spring and summer. The NRHS and all other rail groups, whether they be museum or armchair, national or local interest, have the opportunity, as never before, to play a role as goodwill and public relations representatives for the nation's railroads.

Dust off those plans to operate regular service excursions between cities or historical points. That moss-covered notebook on planned historical publications dealing with rail lore should receive particular attention. Get out the Amtrak schedule, the connecting bus schedules, the tourist publications, and let's do our share in getting the American traveler reacquainted with an old friend he's been ignoring, or at best barely recognized—the train!

Put aside personal prejudice. Concentrate less on which favorite train or equipment is no longer running, but more on what is here and now. It's an exciting time for railfan groups and individual buffs alike. Amtrack buttons read, "Tracks are back." It is up to us "back the tracks," fellow members of NRHS and railfans in general!

CANADIAN PACIFIC 4-6-4 No. 2860, which has been in Vancouver, B.C., since Oct. '64, is being put into running condition this winter for operation in summer on the British Columbia Railway, according to *The Sounder,* newsletter of the Puget Sound Railway Historical Assn. Her train for the tourist trade will consist of about ten ex-CPR 2200-series coaches and the West Coast Railway's mountain observation car 598.

Furthermore, CPR 2-8-0 No. 3716 is slated as motive power for the museum train that the government of British Columbia province has planned. The train will operate on all B.C. roads, possibly beginning this summer. The government's other two locos, ex-M&B 1055 and 1077, are stored at Chemainus and in the CL&R yard at Ladysmith.

Puget Sound fans are happy to say also that their 130-ton Mallet, No. 6, successfully passed her state inspections and is being used at the museum site. Some doubleheading was done last fall on their Autumn Leaf Special with Mikado No. 70, creating quite a steam spectacular. A great deal of progress has been made on loco No. 11 with possible operation this spring.

With spring near, Tennessee Valley Railroad Museum at Chattanooga is already planning its program. Sunday afternoon operations at the museum will start April 28th and continue through Oct. 13th. Mainline use of the 4501 have been gone over with Southern Ry. An early schedule has a trip out of Huntsville (Space Center) Ala., on April 20-21, and Crossville, Oct. 19-20. Last summer, 12,000 people rode their trains through the tunnel, about twice the '72 figure, coming from all over the U.S. and Canada.

Abandoned Railroads in Maine, Their Potential for Trail Use, a recently published, 108-page book with maps and b&w pix of abandoned grades and surrounding physical features, may be had free of charge by writing to the Maine Department of Parks and Recreation, State Office Bldg., Augusta, Me. 04330, according to Railroad Enthusiasts, Portland 470 Club's newsletter.

Indiana Railroad Museum is looking for tickets, photos, timetables, and newspaper clippings of the Vernon, Greenburg & Rushville, the original builders of their line; also the Big Four, the North Vernon branch, the Louisville-Benton Harbor line, and the Columbus, Hope & Greenburg and Greenburg to Columbus branches. Contact the museum at P.O. Box 258, Greensburg, Ind. 47240.

Someone asked if the "Fiddletown & Copperopolis" cartoons by Carl Fallberg, which *Railroad* published originally long ago, one cartoon per issue, have ever been put out in book form.

"Yes, they have," replies Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 74206. "Such a book was published by Hungerford Press, Reseda, Calif., in 1960 and reviewed in your magazine."

Ed writes also: "With so many comments you're getting about rail-girl photos, I might as well put in my two bits worth. I'm not particularly interested in shots of teen-age adolescents, all of whom seemingly try to look as much alike as possible with their long straight hair and manner of dress. But that picture of Yvonne Yahnke in January issue, page 15, is something else! Here's a woman with poise, sophistication, good looks, and plenty of S.A. I'm reminded of a remark which an older man made to me when I was barely out of my teens, 'I'll take a queen in preference to a princess any day.' "

A new detailed booklet entitled *Rail Lingo* has been issued by "GT, Railroad of the Professionals." It has 58 pages, 5"x8", with semi-stiff cover. Copies are available from Superintendent of Rules & Training, Grand Trunk Western Railroad Co., 25 E. Dickman Rd., Battle Creek, Mich. 4906?. The book is free, at least to GT employes. John H. Burdakin, executive vice president, writes in the foreword:

In this business of railroading, we find we have a "jargon" of our own and terms keep popping up in our daily conversations, which are sometimes unfamiliar. We can't hope to communicate effectively with each other if we don't know the language, and this is why we have prepared the booklet.

Although our main intention is to help our new employes, maybe some who have been with us for a while also will find the information useful. In either case, the GT sincerely hopes this to be useful in making your railroad career successful, enjoyable, and rewarding.

Last Nov. 13 the narrow-gage engine No. 464 was loaded at Durango, Colo., and trucked to Alamosa, then transferred onto a standard-gage flatcar for shipment to Knott's Berry Farm, Buena Vista, Calif. So says the Colorado Railroad Museum's newsletter, *Iron Horse News.* Knott's has been searching for months for additional motive power for their 1½-mile run. Some problems with their two C-19 Consolidations, Nos. 40 and 41 (ex-D&RGW 340 and RGS 41), resulted in much use of the non-steam *Galloping Goose* last summer.

No. 464 was set aside about 15 years ago with a broken bissel post and in need of repairs. The last tires had been cut up during the Rio Grande's Perlman era. For years, numerous would-be purchasers have looked over this engine. Known as one of the "mud-hens" for their tendency, when derailed, to sort of run along the ties, this series of 15 engines dated from 1913, being the first 2-8-2 outside-frame designs on the D&RG. One other, 463, was recently inspected at Chama to determine if she, too, could be steamed up.

The Clearance Card, newsletter of the Southwest Railroad Historical Society, Dallas, Texas, recently announced the formation of the Missouri Pacific

Union Pacific helper No. 3089 growls out its aid to a westbound Southern Pacific freight over the Sierras along the Truckee River two miles east of Truckee, Calif., Jan. 30, '73. UP locos, in pool service, are common sight.
Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

System Historical Society, made up of fans interested in MoPac and/or its predecessors. Contact Ron Merrick, 3438 Euclid, Wichita, Kans. 67217.

Washington Metropolitan Area Transit Authority has gone to a good source for help in publicizing the area's rail picture, asking the Washington Chapter of NRHS. As many of the District of Columbia Metro lines are being built in conjunction with existing railroads, or on former railroad rights-of-way, WMATA correctly believes that rail historians can make a real contribution to keeping Metro in the public eye.

Fred Stindt, one of our *Interesting Railfans,* was cited in December by Howard F. Greene, president of The Railway & Locomotive Historical Society, at a banquet in San Francisco, for his distinguished service for 25 years as chairman of the society's Pacific Coast Chapter. One highlight at the banquet was Ward Kimball's presentation of a caricature of Fred. Recently, Ward retired as an animator for Disney Studio; so, as Howard pointed out, you can be sure the cartoon was well done.

All available back issues of *Railroad* may be had at 85¢ each, postpaid. As we are running low on some copies and entirely out of others, it might be wise to order now while you still can. If and when you do, select one or two alternate copies from our list in the event that your wanted numbers are no longer available. Orders are filled promptly. Pay by check or money order. Don't send cash by mail. Write to *Railroad's* New York address, and not to Boulder, Colorado, where only our subscriptions are handled.

Issues available are: all of 1973; all of '72; all of '71 except May; all '70 except Jan. and Sept.; all '69 except June, July, and September. We still offer some issues for '68 and '67. All are sold as first come, first served.

The Heart of Dixie Railroad Club chapter of NRHS in Birmingham, Ala., has come up with what I consider a valuable asset for all railfan organizations to consider. The Dixie group has started a ladies auxiliary, aided and abetted by their able Dean Atkinson. The girls, me hearties, are experts at putting the finishing touches on programs with pulchritude, grace, and charm. Also refreshments, special suppers and dinners, and even—as the North Alabama chapter has cleverly done—the issuance of interesting cookbooks.

An ex-bronco horseman now rides Rock Island freight cars with the same aplomb he once displayed in the rodeo ring. The cowboy-switchman, Bill Fedderson, has been wrestling with freight cars in the El Reno yard for the past 23 years. He'd been wrestling steers and riding broncos for a longer time than that, but gave it up six years ago because, he said, "I am getting too old for rodeos." During his career he has appeared in all the major rodeos, including Madison Square Garden in New York City and the Calgary Stampede at Calgary, Alta., as well as in Cheyenne, Salinas, Fort Worth, Denver, Houston, Los Angeles, Hawaii. ●

BOOKS of the RAILS

by GORTON T. H. WILBUR

SUGAR TRAINS: NARROW GAUGE RAILS OF HAWAII, by Gerald M. Best and Jesse C. Conde, 400 pages, 8½x 11¼", hard cover, photos, rosters, maps, diagrams, timetables; Glenwood Publishers, P.O. Box 194, Felton, Calif. 95018, $19.50.

Jerry Best, no stranger to best-selling railfan books, has teamed up with Jay Conde to tell a colorful story of sugar trains. Over 300 photos, many of them excellent, blended with good writing, cover the subject from the mid-1800s until 1940. This book represents a long and careful study of the dynamic men and the dinky teapots that hauled trains along an inhospitable terrain. It makes good reading for many of us not too well versed in yesterday's rail operation on this far-away cluster of Pacific isles.

THE MILWAUKEE ROAD UNDER WIRE, by Karl R. Zimmerman, 64 pages, 8½x11", soft cover, photos, diagram, map; Quadrant Press, Inc., 19 W. 44th St., New York, N.Y. 10036, $2.95.

Milwaukee fans have a good one here. With the road now getting away from its historic juice operations, the pix and text have added value. Every phase of CMStP&P electric operation is covered from classic bi-polars to the "Little Joes," including the huge two-unit box-cabs. The author's photo collection is frosting on the cake.

THE MAJESTY OF BRITISH STEAM, by George F. Heiron and O.S. Nock, 48 pages, 9¼x12", hard cover, paintings; Ian Allan Ltd., Terminal House, Shepperton, Middlesex TW17 8AS, England, £5.95.

In this book George Heiron, unrivaled as an English railway artist, has 48 superb paintings of British locos in action. The subjects range from colorful single-drivers, 4-4-0s, and Atlantics to the big 4-6-0s and Pacifics and finally British Railways' *Britannia,* a Pacific type. O.S. Nock, a very prolific railway author, wrote the introduction and captions.

GEORGE STEPHENSON: THE ENGINEER AND HIS LETTERS, by W. O. Skeat, 267 pages, 7½x10", hard cover,

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3.50 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is in New Rochell, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 25¢ per book for postage.

The books are available only by mail. *Railroad Magazine Book Service*, 420 Lexington Ave., New York, N.Y. 10017. Here are a few suggestions:

	List Price	Our Price
NORFOLK & WESTERN STEAM, Rosenberg-Archer	$ 5.95	($ 5.65)
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Culp	$12.95	($12.35)
WESTCHESTER'S FORGOTTEN RY., by Roger Arcara	$ 5.95	($ 5.65)
TWILIGHT OF WORLD STEAM, by Eagleson and Ziel	$14.95	($14.20)
NARROW GAUGE RYS. OF CANADA, by Lavallee	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
THE SEARCH FOR STEAM, by Collias	$15.00	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
HETCH HETCHY AND ITS DAM RR., Ted Wurm	$13.50	($12.82)
THE RAILROAD SCENE, by Wm. Middleton	$ 8.95	($ 8.50)
4-8-4 STEAM PICTORIAL by Bob Wayner	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
LAKE SUPERIOR RAILROADS, by Dorin	$10.95	($10.40)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$10.00	($ 9.50)
HISTORIC SOUTHERN PACIFIC CARS	$ 4.95	($ 4.70)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, by Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	($ 7.15)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
STEAMING UP! (AUTOBIOGRAPHY OF VAUCLAIN)	$ 8.95	($ 8.50)
HORSESHOE CURVE AND ALTOONA, by Albrecht	$ 4.50	($ 4.25)
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THE ULSTER & DELAWARE, by G. M. Best	$12.95	($12.35)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, by H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 8.95	($ 8.50)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
20TH CENTURY, by Lucius Beebe	$ 6.95	($ 6.60)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$17.50	($16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol. II	$17.50	($16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$16.50	($15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
OPEN THROTTLE (rail-fiction stories)	$ 4.50	($ 4.25)
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GREAT LAKES CAR FERRIES, by George W. Hilton	$ 6.00	($ 5.70)
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THE RUTLAND ROAD, by Shaughnessy	$11.50	($10.90)
AMTRAK CAR SPOTTER (new edition)	$ 4.95	($ 4.70)
JANE'S WORLD RAILWAYS	$55.00	($52.25)
RIGHT-OF-WAY (Abandoned Roads)	$4 .95	($ 4.70)
SANTA FE'S BIG THREE	$17.95	($17.00)
SILVER SAN JUAN, by Mallory H. Ferrell	$19.95	($19.00)

photos, paintings; The Institution of Mechanical Engineers, 1 Birdcage Walk, London SW1, England, £4.50.

For the serious rail historian, this is your cup of tea. It represents a great man's life from authentic letters and reports on events leading up to the opening of the pioneer Stockton & Darlington Ry., through the great struggle to establish the steam locomotive during 1825-'31. These pages will give you a better understanding of the now almost legendary George Stephenson.

WALTHERS '74 RAILROAD CATALOG, by Bruce Walthers, 208 pages, 8¼x11", soft cover, photos, model info; Wm. K. Walthers, Inc., 4050 N. 34th St., Milwaukee, Wis. 53216, $3.

Everything for the model railfan. A catalog and reference manual.

THE SWITCH LIST

All ads in this section cost 10¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

BUYING railroad collections and single items. I have been buying railroad, traction, and steamboat material for over 25 years and will gladly furnish bank and personal references. Arrangements can be made to pick up larger collections anywhere in the country. Single items and small accumulations are purchased through the mail. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax sealers, calendars, signs, rule books, and other miscellaneous items.

My long-standing reputation as the leading buyer of railroad material assures you of fairness and reliability.—Fred Arone, 377 Ashford Ave., Dobbs Ferry, N.Y. 10522.

STEPHEN D. MAGUIRE, P.O. Box 51, Belmar, N.J. 07719, sells prints from his own collection of about 20,000 trolley and interurban negs. No list; state your wants.

WANTED. Litchfield & Madison photos, rosters, historical, technical, or any other data, etc. —Dan Cheragott, 3960A Britanny Circle, Bridgeton, Mo. 63044.

SETH STEVENTON, Kennan, Wis. 53537—1000 traction photos from 50 lines; 28-page list 16¢ in stamps.

UNION PACIFIC blueprints. Full-size copies of original drawings: Union Pacific 4-8-8-4 "Big

Boy" (world's largest steam locomotive), Union Pacific 4-8-4 "Northern," FEF-3 (#8444, UP's famed fantrip loco), Union Pacific 4-6-6-4 "Challenger," and UP 4-12-2 "Union Pacific" type. Each engines side elevation drawing $9.50. Each tender side elevation drawing $7. Complete list of over 130 detailed blueprints available on these engines sent free with order Most are 1½" scale or larger. List only $1. (Calif. Residents add 5% sales tax.)—Truson V. Buegel, Box 628, Dept. R, Burbank, Calif. 91502.

LOCOMOTIVE SLIDES, roster/action, send $1 for catalog and two sample slides. You will automatically be put on our mailing list.—The Rail Image, Dept. L3, P.O. Box 289, Denville, N.J. 07834.

FOR SALE: railroad emblem watch fobs in colored porcelain, only $2.50 each, over 60 different. Stamp for free list. Also have bolo ties and belt buckles.—Hoovers, 1208 Fruit, Peru, Illionis 61354.

RAILROAD AND STEAMSHIP dining service silver and chinaware from New Haven, Southern, New England Steamship Co. and Fall River Line. Send large SSE for list.—Depot Attic, 350 Ashford, Dobbs Ferry, N.Y. 10522.

NEGATIVE EXCHANGE, Box 623, Don Mills, Ont., M3C2T6 Canada, buys, sells, trades negs. of steam locos., m. of w. cars and espt., electrics, books, stations. List 25¢ (refundable).

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors or anything Florida. Buys rail, trolleyana in quantity. Sells selected items; fills want lists.

DIESEL and steam color slides; large assortment; sample and catalog 35¢.—Midwest Photo, Box 13801, St. Louis, Mo. 63147.

ORIGINAL Illinois Central R.R. steam negatives (616) for sale.—Gerald Carson, 11945 Gay Glen, Bridgeton, Mo. 63043.

WANTED: railroad tickets; will buy single tickets or collections: Must be in good condition; no ticket stubs.—John Martin, 1923 W. 11th St., Brooklyn, N.Y. 11223.

SP DAYLIGHT steam action in the 1950's. High quality color movies of this famous train. Over 30 different trackside scenes. 200' Super 8, $39.50; standard 8mm, $36; 360' 16 mm. $64.50. Satisfaction guaranteed.—Stan Kistler, Box 4068, Pasadena, Calif. 91106.

RAILROAD, TROLLEY, ferries, autos, etc., since 1953, good slides or photos for sale. Send 48¢ in stamps for list—specify wants—to 35-Slides, Box 6098, Colorado Springs, Colo. 80934.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120-620, 116-616, big oblong negs. Details free.

RAILROAD STOCK certificates! Catalog plus beautifully illustrated certificate $2. Always eager to buy all stock certificates and bonds!—Ken Prag, Box 607-R, Hermosa Beach, Calif. 90254.

COLOR ENLARGEMENTS from your slide or negative 8x10 size $3.98. Additional prints from same negative $1 each. Add $1. for handling and postage.—Lamplighter Color Labs, 433 Castleton Ave., Staten Island, N.Y. 10301.

ALDEN MILLER, 3212 34th Ave. South, Minneapolis, Minn. 55406, wants C&NW, CStPM&O, M&StL, UP timetables, passes, folders, postcard views, history, train booklets.

RAILROADIANA collectors, send large SSE (two 8¢ stmps) for giant lists of switch locks, keys, lanterns, cap badges, etc. I am also a cash buyer of railroadiana. Price and describe. —Neil Utberg, Box 420, Edinburg, Texas 78539.

NEGATIVES and railway sound records for sale, both steam and juice; lists for 50¢ (refundable). Please specify interest.—Frank Bednar, P.O. Box 695, Stamford, Conn. 06901.

DO SOMETHING for passenger trains! Naptras, Scott Rogers, Public Relations, RR3 Freeport, Illinois 61032, "Helping make trains worth traveling once again."

MILWAUKEE STREETCARS and interurbans in full color, 12 spectacular pages from CERA Bulletin 112, TM, to frame or pin up on your wall. $3 from Circulation Manager-R, CERA, Box 503, Chicago, Ill. 60690.

BOOK SEARCHING SERVICE: It's possible to locate almost any book, pamphlet, guide, catalog, periodical, timetable, history, etc.—Book Stoar, 1111 Colcord, Waco, Texas.

STOCK CERTIFICATES: large selection of 19th and 20th centuries, most with engraved railroad scenes, all in mint condition. Descriptions upon request.—Kenneth W. Rendell, Inc. 154-AA Wells Ave., Newton, Mass. 02159.

DICK AICHELE, Box 184, Little Falls, N.J. 07424, selling hat badges, interior lamps, lanterns, headlights, and switch lamps.

NEW YORK CENTRAL and Pennsylvania Railroad heralds for sale, solid metal, painted, about ten inches across, $15 each.—Dept. R, 19215 Eldridge Lane, Southfield, Mich. 48076.

OLD "L" CARS in full-color reproductions for your wall. Eight Chicago views for only $3.—Circulation Manager-R, CERA, Box 503, Chicago, Ill. 60690.

SPECIAL: Milwaukee Road Rocky Mt. electrification slide set; 36 slides of motive power, equipment, and right-of-way views, $10.—Paul Orlow, P.O. Box 1784, Denver, Colo. 80202.

PUBLIC TIMETABLE BARGAINS: $9 worth of tts. only $4, or $17 worth only $8. Most early '60s, my selection, but nice variety.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

CMSP&P ELECTRICS, Krauss-Maffei hydraulics, SP&S, FA's, pre-Amtrak varnish and other gone-but-not-forgotten trains roll again in duplicate slide sets from Northwest Rail Images, 4891 Donald St., Eugene, Ore. 97405; 25¢ brings list and sample.

PASSENGER-CARRYING TRAINS, 3½" to 24" gages. Steam, gas, new or used, custom-built. Set glossy photos, brochure, $2 (refundable).—"Trains," 130 County St., Seekonk, Mass. 02771.

INTERURBAN PHOTOGRAPHS. Most systems in Indiana, Ohio, Iowa, W. Va., Texas, plus lines in many other states. Enclose SSE, advising specific wants. Also available, a few original and copy traction negs.—Bill Jernstrom, 822 Pelham Dr., Ft. Wayne Ind. 46825.

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SELLING my personal collection of over 700 negatives of steam locos and other equipments from many railroads, including NYC, Northern Pacific, Rutland, Wheeling & Lake Erie. Also many short lines and logging roads. Large SSE for list.—John Martin, 1923 West 11 St., Bklyn., N.Y. 11223.

EXCELLENT size 616 negatives and 35mm slides for sale: diesel, electric, caboose, equipment, stations. Also steam diesel photo sets. SSE.—Joe Quinn, Box 1044, Tillson, N.Y. 12486.

RAILROAD RELICS. Price Guide, over 700 items, $4. Also old dinnerware reprints. Send 25¢ and large SSE (sample, full list).—Bartz, 11210 Lavender, Fountain Valley, Ca. 92708.

EMD F UNITS! Detailed b&w photo list covering 56 roads, Amtrak to WP; FT to FL9. Send long SSE.—George Melvin, RFD 1-A, Gardiner, Me. 04345.

JOHN DOWDALL, 2820 Colfax St., Evanston, Ill. 60201, wants Blackhawk Trains color slide set of the North Shore Line. Please include asking price and condition of slides, for my best offer. Also anything wanted on CNS&M: slides, photos, timetables, or hardware.

FOR SALE: Two thousand size 616 steam prints, various roads, mounted on paper at reasonable price. Write first.—D. Eldridge, 136 Grant St., Herndon, Va. 22070.

BREAKING UP 21 albums of 3x5 trolley photos, all states. Big choice, low price, free lists. SSE. —Ted Taetsch, 14218 Garfield Ave., Lakewood, Ohio 44107.

FOR SALE: old Monon timetable, 1906, framed. Set of caboose markers, 2 RR watches. Monon employe magazines, other Monon items. Send SSE for list and prices.—W.H. Hurst, 800 Oak Lawn, Lafayette, Ind. 47905.

ROBERT WAGNER, 333 E. 34th St., New York, N.Y. 10016, wants any size pix of Alco and Electro-Motive instruction cars for training railroad crews in operation of diesel locomotives, and Alco dynameter test car No. 4.

WANTED: Menu Great Northern Railway showing girl beside tree with caption, "Two Three-year Olds," under picture on menu cover, dated 1904 or later.—Mrs. Bernice Greene, 500 N. Emerson Ave., Wenatchee, Wash. 98801.

USED RAILROAD BOOKS for sale, good condition. Send SSE for list of approx. 50 books.—Clyde Anderson, 3324 Greenwood, Maplewood, Mo. 63143.

WANTED current addresses of Guy J. Capozzo, Victor Conte, Harold W. Fonks, Joseph Gillis, Sal Iannelli, Joan McAlear, Morton W. Belcher III, James D. Brock, Clarence C.S. Camp, Ronald Bruce Pacansky, Fred Rieder, Leonard W. Siegel, J.E. Simmons, E. Lynwood Sims, Roy J. Wright, Oliver W. Miller, Harold B. Olsen.—Contact Harry E. Bennett, Jr., 1804 N. Mount St., Baltimore, Md. 21217.

BILL WARDEN, 1216 Shamrock Lane, Waynesboro, Va. 22980, sells steam and diesel action photos: N&W, C&O, PRR, BC&G, VBR, many others, 5x7 to 11x14. List 25¢. List and 8x10 sample $1. (Ed. note: Bill is a Railroad Magazine author.)

TROLLEY BUS PHOTOS—good quality b&w contemporary Canada pix, everything from Cornwall to Vancouver, except Regina. (SSE).—James Alain, Pine Stump Jct., Chassell, Mich. 49916.

S. CARROLL, 133 Shannon Rd., Sault Ste. Marie, Ont., Canada, has for sale 50 issues Railroad Magazine 1955-'72; 36 issues Trains, 1969-'72, volumes 1-10 complete; Popular Photography, some Rail Classics, various issues of Camera, 1933-'42. All good condition, for best offer plus postage.

FRISCO SYSTEM MAPS, 1883 and 1882, 8x10", both for $1. For list of other railroadiana send SSE.—E.W. Heiss, 2531 E. Cherokee, Springfield, Mo. 65804.

WILL BUY OR TRADE material on Wisconsin logging, industrial, and short lines; steam photos, slides, negatives, books, maps.—Jim George, 7589 Inskip, Cottage Grove, Minn. 55016.

STEAM LOCOMOTIVE petrol lanterns, original antiques, very good condition.—O. Barrelet, 5042 Wynnewood Rd., Harrisburg, Pa. 17109.

ORIGINAL KODACHROME slides of freight cars and railroad heralds, 10 assorted $1. No list.—Norman Kohl, 51 Locust Ave., Glen Head, N.Y. 11545.

ORIGINAL roster color slides for sale: 200 Soo, 200 CNW, some GBW, Milw., SN, short lines; no list.—Joe Stauber, 709 W. Arnold, Marshfield, Wis. 54449.

BILL GIFFORD, 8571 Tamarack, Buena Park, Calif. 90620, wants any available copies of the magazine, Railway Life, published by the old Buffalo, Rochester & Pittsburgh RR. I will also buy lanterns.

ERIE RR dining car 9x6" rectangular sandwich plate, "Gould" pattern, lettered on face with "Erie" written in script. This is an early 1900's issue, $15 eacht; add 1 per order for shipping. —James Fry, 25801 Lake Shore Blvd., #69 Euclid, Ohio 44132.

BRUCE GURNER, Rte. 3, Water Valley, Miss. 38965, authority on Casey Jones, has some new

For 75 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

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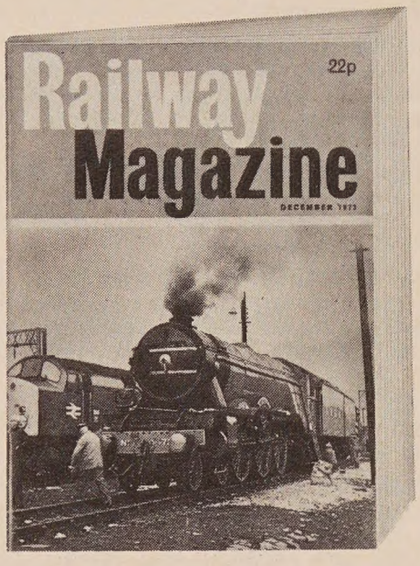

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things to offer on Casey and the wreck at Vaughan.

DENVER & RIO GRANDE WESTERN wall poster, 19x29", tricolor: orange lettering, blue sky, black border, $1.98 plus 50¢ postage and handling.—RR Posters, Box 6113, Denver, Colo. 80206.

DO YOU BUY or sell negatives or slides of trains? Try RFM; items sold free of charge to sellers. Traction and mainline Electric also sold. We also offer photo locations for rail photographers. Send 75¢ to Rail Film Monthly, P.O. Box 4676, San Francisco, Calif. 94103 for sample copy.

WE ARE CLOSING out our inventory on this 152-page best-seller written by Harry Christiansen (author of "Lake Shore Electric" and "Northern Ohio's Interurbans"), "Ohio Trolley Trials" has 70,000 words, 420 pictures, and 19 maps. The original price was $6.95. Now priced at $3.95 postpaid. Send check to Transit House, 24451 Lakeshore Blvd., Suite 1215, Euclid, Ohio 44123.

TRADE NEW RR BOOKS and steam blueprints. Want books Milwaukee West, Missabe Road, Virginia Railway, Domeliners.—Clarence Carlson, 322 Madison South, Hopkins, Minn. 55343.

KEROSENE LANTERNS: new Adlake kerosene hand lanterns, red or clear globe; with PC insignia, $12.50; plain, $10. Prices include shipping.—Larry Foran, 97 Morningside Rd., Verona, N.J. 07044.

FOR SALE: 8x10 glossy photos of Boston & Maine, MC, BAR, LY, plus many more eastern roads, steam and diesel. All photos only 60¢ ea. Send $1 for list and sample photo.—Henry Marrec, 11 Overlook Rd., Arlington, Mass. 02174.

GRAND TRUNK CABOOSE 1891 for sale, $3,500. Renovated in English pub tradition. Ideal for cottage or bachelor pad. Running gear adequate. —John Buchanan, 1656 Beverly, Pontiac, Mich. 48053.

GENUINE "OLD-FASHIONED" style railroad and pocket watches (send 8¢ stamp for illustrated leaflet).—S&S Sales, P.O. Box 178-W, Elmwood Park, Ill. 60635.

READING DIESEL SLIDES, everything from FA's and FT's to C-360's and GP40-2's. Please state wants and include SSE.—Robert Gottschall, 1026 N. 6th St., Reading, Pa. 19601.

JON NELSON, 911 W. Broadview Dr., Miami Beach, Fla. 33154, buys or trades for anything Florida East Coast, and anything Florida. Also buys any railroad menus, passes, and ticket collections.

VINCENT GROSSI buys kerosene lanterns, DH, NYC, OW, Erie, Lack., other N.Y. lines. State condition, make price first, please—R.D. 3, Syracuse, N.Y. 13215.

H. NELSON 99, 10399 67th Ave., Seminole, Fla. 33542, sells CN, CPR, and short line steam negatives, books, Railroad Magazine, Trains, and C&NW and BLE-BF&LE magazines. Large SSE and 20¢ for list.

CHARLES CONNIFF, P.O. Box 9686, Jackson, Miss. 39206, sells original color slides, b&w prints, b&w negatives of stations, M. of W. equipment, cabooses, of many roads from coast to coast and Canada to Gulf. List free, SSE. ●

Coming Events

(No charge for listing in this section.)

March 16; April 20; May 18; June 15; July 20: N.Y. Region, National Assn. of Timetable Collectors meets in New York's Penn Central Sta. YMCA, beginning 10 a.m.

March 22-April 7: 42nd annual exhibition, N.Y. Society of Model Engineers, 341 Hoboken Rd., Carlstadt, N.J. 07070. Contact A.J. Brusgard Jr., 422 West Side Ave., Jersey City, N.J. 07305.

March 23-24: 25th anniv. run of California Zephyr on D&RGW; lv. Denver, March 23, 7:30 a.m.; arrive Salt Lake City 9:30 p.m.; (overnight) lv. 7 a.m. next day and arrive Denver 9 p.m. write Robert W. Richardson, Colo. Railroad Museum, Box 641, Golden, Colo. 80401; or Kenton Forrest, Intermountain Chapter, NRHS, Box 5181, Terminal Annex, Denver 80217; or Tom Daniels, Colo. Midland Chapter, NRHS, Box 9161, Colorado Springs, Colo. 80909.

March 30-31: 3rd annual Railroad Buffs Assn. wire n' rail convention, Philadelphia, Pa.; trackless and regular trolley trips, banquet. Robt. Epstein, trip chairman, 117-14 Union Turnpike, Kew Gardens, N.Y. 11415.

April 6-7: railroadiana flea market, Mansfield Model R.R. Club. Contact John R. Smith, 52½ N. Main St., Mansfield, Ohio 44902.

April 20-21: tripleheaded steam on D&H with ex-CP 1246, 1278, ex-NKP 579, Albany to Scranton round trip, $59.95. Steamtown Foundation, Box 71, Bellows Falls, Vt. 05101.

April 26-May 4: Railroad Enthusiasts tour. Boston to Zurich, Switzerland, via Swiss Air: rail trips, included; $389. Unisphere Travel Ltd., 908 Providence Highway, Dedham, Mass. 02026.

April 27: annual reunion of New Haven Railroad Technical Info. Assn., Inc., Stonington, Conn. Write James W. Marr, Jr., 461 Main St., Niantic, Conn. 06357.

April 27: Clinchfield's One-spot over scenic mt. route and through 32 tunnels; adults, $15.50; kids, $12; incl. box lunch; Elkhorn, Ky., to Kingsport, Tenn., and return. Contact Bluegrass Model RR Club, 1821 Gettysburg Rd., Lexington, Ky 40504.

April 28: special trolley trip on SEPTA, Red Arrow Div., Philadelphia, many major lines; lv. 69th St. Terminal 1 p.m., return 5 p.m.; $5 adults, kids $2.50. Write Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

May 3-5: annual Railway & Locomotive Historical Society meeting New York City. Trips, dinner top rail industry speakers. Contact Arnold Joseph, secretary, N.Y. Chapter, Box 434, Grand Central Station, New York, N.Y. 10017.

May 5-8: 65th annual meeting of American Ry. Development Assn., The Greenbrier, White Sulphur Springs, W. Va. Contact S.T. McGowan, chairman, publicity committee, Chessie System, 10 Temple Bar Bldg., Cincinnati, Ohio 45202.

May 10-12: Steel City Niagara Frontier Railroad Convention, Hamilton, Ont., layout tours, prototype action. Details from John Green, RR 1, Grimsby, Ont., Canada. ●

Pen Pals Wanted

(No charge for listing in this section.)

Hilan McCarty (41), 214 Porter St., Salem, Ill. 62881, would like to contact retired loco engineers.

Cecil Church, 216 Rideau Terrace, Ottawa, Ont., Canada K1M-0Z2, wants to hear from oldtimers with actual experience working on repairs of 3-cylinder engines.

Billy Joe Cartee (41), Rte. 3, Box 392, Cullman, Ala. 35055, collects picture postcards, seeks pen pals anywhere.

Joe Beim (19), 302 Ave. C, Brooklyn, N.Y. 11218, (member of ERA), will correspond with camera fans who likes rapid transit.

Ward J. Caldwell, 701 Pettibone Ave., Flint, Mich. 48507, desires only pen pals interested in tape recording.

Ellis Ocher, Jr. (old Southern steam man), 615 W. 40th St., Anniston, Ala. 36201.

These two want to hear from male or female railfans: Lewis P. Janey (48), 434 Third St., Pitcairn, Pa. 15140, interested esp. in Pennsy and NYC photos, books; and Tom Moroney, Jr. (30), Box 18, Rocksville, N.C. 27028.

The following will correspond with females interested in railroading or rapid transit: William John Eline (35), 44 Cold Springs Park, Manchester, Pa. 17345; Joseph McMillan (20), 8125 Marquette Ave., Chicago, Ill. 60617; Robert L. Ambrose, 440 Evers St., Akron, Ohio 44310; James Lindfors (26), 524 S. 5th St., Salina, Kan. 67401; Jim Thompson (25), B&O track supervisor, St. Louis Div., Odin, Illinois; Mike Rubin (16), 98 Skyview Dr., Trumbull, Conn. 06611; and Peter W. Snyder (over 35), 515 Bischoff Rd., RFD 4, New Carlisle, Ohio 45344. ●

Roster Corrections

Additional info. comes from George R. Silcott on our Minnesota Short Lines and Florida East Coast rosters (Nov. '73). Note 1 of the FEC roster should read: 222 was sold to Woodward Iron Co., renumbered 53; then sold to Republic Steel Corp., renumbered 137. 223 was sold to Dominion Foundries & Steel Ltd., renumbered 18. 224-225 were sold to Woodward Iron Co., renumbered 54-55; then sold to Republic Steel Corp., renumbered 912-913. 227-228 were sold to Precision National Corp. PNC 227 was then sold to the Arkansas & Louisiana Missouri, renumbered 14. PNC 228 was sold to George R. Silcott and R. J. Duffy, then to the Conemaugh & Black Lick, renumbered 123.

Minnesota Short Lines note 19 should read: MT 100 was sold to Becker Sand & Gravel, renumbered 100 (6/25/70). MT 101 was sold to Preston W. Duffy, then to George R. Silcott, then to Montana Power Co., renumbered 101. MT 104 was sold to Neptune Terminals, renumbered 104 (asset number 106-067-4). MT 105 was sold to Becker Sand & Gravel, renumbered 105 (6/25/70).—Sy Reich. ●

One of a continuing series. **Remington Reports**

Can a hunter learn anything from a skeet shooter?

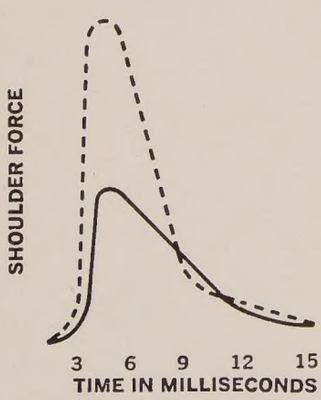
"Yes", say Remington experts . . . including why our Model 1100 Automatic Shotgun—the top gun in skeet—is tops in the field!

It's said some hunters don't shoot skeet because they can't eat clay pigeons. But, if you don't count taste and plumage, there is virtually no difference between a clay bird and a game bird. As far as a wing shooter is concerned, both are moving targets with the same problems of pointing, swing and lead.

If you go hunting with a skeet shooter, don't bet against him. Because skeet actually came from the field. It was developed about 50 years ago by the late Charles E. Davies, at Andover, Mass. He was an avid upland game hunter and wanted to practice shots he had missed while hunting. And don't forget that a dedicated skeet shooter may shoot at *thousands* of clay birds a year, each one simulating a game bird in flight. So it would take a really tricky bird to fool him. Naturally, like the hunter, the skeet shooter wants a shotgun that points naturally, patterns consistently and is reliable. That's why you'll find so many Model 1100's in the hands of so many skeet shooters, especially at championship events.

When you hold an 1100, you can tell it's different. The 1100 is designed with "muzzle preponderance"... balanced so there's weight at the muzzle. We believe this helps you hold an 1100 steadier than a shotgun without it. And we think it helps you point easier and faster and swing more smoothly, too.

Remington designers have given the 1100 a rate of fire they feel is optimum. Pull the trigger, and the 1100 ejects the empty hull and chambers a fresh shell automatically. You can fire again as soon as this cycle is complete. But, if the cycle takes too long, you may lose the chance for a quick second shot. And if the cycle is too fast, you're apt to shoot too soon... and miss. Remington's designers believe that the 1100's rate of fire is an ideal compromise between those two extremes.



The dotted line shows the recoil force from a typical fixed breech shotgun action (Shotgun weight: 7 lbs. 2 oz.). The solid line shows the recoil force delivered by a Model 1100 (Weight: 7 lbs. 12 oz.). Checked and proved by computer, the Model 1100 delivered 55% less force than the fixed breech gun. Each gun tested with a 12 ga. magnum load.

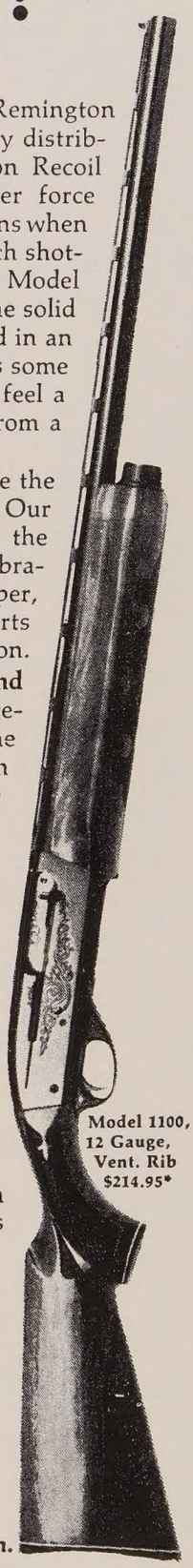
The 1100 really reduces recoil sensation. Remington has found a way to "soften" recoil sensation by distributing it. The chart shows how the Remington Recoil Reduction System works by plotting shoulder force against time. The dotted line shows what happens when a 12 gauge magnum load is fired in a fixed breech shotgun of approximately the same weight as the Model 1100. The recoil quickly rises to a high peak. The solid line shows the recoil when the same load is fired in an 1100. The line starts to rise but the system traps some of the recoil force, releasing it later. Thus you feel a "push" instead of the usual jolt you can get from a competitive gun.

If you like good-looking shotguns, you'll like the looks of an 1100. Those looks are functional, too. Our RK-W wood finish does more than dress up the stock. It's tough and scratch-resistant. Our "vibra-honing" metal finish not only permits a deeper, richer blueing...but it also makes the working parts smoother so there's more glide and less friction.

The Model 1100 comes in 12, 16, 20, 28 and 410 gauges. And there are optional interchangeable barrels within each gauge. In addition to the standard models, there are three-inch magnum 12 gauge, two lightweight 20 gauge models (one a magnum), deer models with rifle sights, and trap and skeet versions. Trap, skeet, and field left-hand models are also available. Prices start at $189.95*.

Use the shells we test the 1100 with. The champions do. Here's something else you can learn from skeet shooters: use Remington shells. Consistently, winners at the world skeet championships have depended on the top performance built into every Remington shotgun shell. Skeet shooters know their ammo as well as their shotguns.

Remington Reports are based on information direct from the men who design and engineer our products. If you'd like a free 1973 color catalog, send a postcard to: Remington Arms Company, Inc., Dept. 429, Bridgeport, Conn. 06602.



Model 1100, 12 Gauge, Vent. Rib $214.95*

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*Prices shown are suggested minimum prices, subject to change without notice.

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